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ART. I.—THE PROGRESS OF AMERICAN COMMERCE.*

Commerce, qui fait à la fois la richesse d'un état et les avantages du monde entier.—*Voltaire.*

The sixteenth century introduced the leading European powers to a minute acquaintance with the Continent of America. Adventurous navigation had rescued a world from savage dominion, and there were adventurous spirits enough to people that world, and identify thenceforward their destinies with it. A hundred years after and civilization planted her abodes through all this waste. Peculiar indeed is the feeling with which these infant days of our country are regarded—so like an illusion does it all seem; so like a dream of glowing imagery. We look back as to a classic era, and the romance of Pocahontas, and of Raleigh, of Fernando de Soto, and Juan Ponce de Leon, do they thrill us less than the beatific visions of the Greek, recurring to ages long ago, when Ilion resisted the shock of Agamemnon's heroes, and the Argos sailed away to distant Colchis. The dim antiquity seems gathered around both of them alike. But let it pass all—the romance of our history! They imagined not, the men of that day imagined not the stupendous results which have occurred so soon. They saw not the benign and regenerating influences of a virgin land, preserved for countless ages uncorrupted by tyranny, and ignorant of oppression. Could such a soil have nurtured aught than freemen? They

* The authorities relied upon in this sketch, are principally the American State Papers, the Congressional Documents, Nile's Register, Hazard's Statistics, Winterston's Commerce, Macpherson, McCulloch, Macgregor, Saybert, Pitkins, Porter's Progress of England, etc., etc. There can be none higher authorities in any country, and we make our acknowledgement, once for all.

saw it not and do we, even we, see other than darkly, yet, the great consummation, the mighty destinies of the regions which, three centuries ago were proclaimed from the mast-head of a crazy ocean bark, a speck upon the distant heaven.

The development of American character is replete with interest and instruction, and solves one of the most remarkable problems in the history of mankind. The untried scenes of a new world, cut off by trackless oceans from contact and communion with the civilization of unnumbered generations, were sufficient to introduce, what might have been predicted of them—results, new, striking and without a precedent. The indomitable will, the stern endurance, the inflexible and hardy spirit of independence, the high daring, the lofty patriotism, the adventurous, unlimited enterprise, the genius resolute, active, intrepid; inexhaustible in resources, elastic in vigour and in freshness, buoyant ever and hoping on, and executing amid every trying scene, every danger and difficulty, and disaster—triumphing everywhere and in all things—philosophy could have argued this complexion for the men whose fathers braved so much beyond the ocean, and would philosophy have won less than the fame of prophecy by her judgment?

But we pause not here to lament the causes which have counteracted these genial influences, and left whole regions of America, stagnated as it were, in the very elements of vitality and yet living hopelessly on. Should we refer to Canada, to Mexico, and the South American States. What is there here of progress to chronicle, and how much of humiliation? Regions blessed by heaven in everything but in men. Changing ever their dynasties and their despots in revolution and in blood. In motion always, without progress. In arms, without valour. Loving change rather than hating oppressors. Proclaiming civilization and annihilating its advances. The bitterness of Voltaire's sneer has no cruelty or injustice in its application to many of them, "*en pensant les chevaux de leurs maîtres ils se donnent le titre d'électeurs des rois et de destructeurs des tyrans!*" Under heaven, as it was the destiny of the savage aboriginal, incapable of civilization, and with no law of progress engrafted upon his nature, to fade away before the steady advances of European arms and policy, so, the Anglo-Saxon element of America, by its flexibility and its power, by the new elements which it has taken to itself in the trying, yet triumphant scenes through which it has passed, will and must, in the inevitable course of events preside over the destinies of the Continent of America, aiding and directing them, adding life and vitality, rousing dormant and sleeping energies, and developing upon the theatre of the world, movements in comparison with which, all that history can furnish, before the deluge, before the era of

Christ, and since, shall dwindle into insignificance! It needs no ardent temperament to draw a stronger picture.

Let our speculations cease, however, for the present. We have a subject before us which looks rather into the past than into the future, difficult though it be, not to lift the veil for an instant that shrouds that future. The progress of American commerce is so rich, so fruitful, so limitless a theme, that all our condensation will be required to embrace even the main facts which are presenting themselves to our mind. We will for perspicuity and order distribute the subject under appropriate heads:

I.—*American Commerce in the seventeenth century.*

II.—*From the opening of the eighteenth century to the revolution.*

III.—*Under the articles of confederation.*

IV.—*Under the constitution and until the war of 1812.*

V.—*From that war to the present day.*

A particular reference will afterwards be made to each of the countries with whom our own maintains important commercial relations; commercial changes in the different divisions of the Union will be marked; investigations on the advantages of the South for conducting foreign enterprises made, and the singular and fortuitous events which have unfortunately checked and retarded those enterprises. In conclusion some remarks may be ventured upon the means of regeneration and the ultimate prospects of the commerce of our country.

I.—*Our Commerce in the Seventeenth Century.* The early colonists were exposed for a fearful probation to the most extraordinary vicissitudes and necessities. With the axe in one hand they reduced the sturdy forests into the farmyard, and with the knife in the other they resisted the approaches of the stealthy and sanguinary savage. A meagre subsistence rewarded toils that knew no rest and the charities of the mother country were invoked for men, whose determined wills grew stronger as they suffered. This period had its different limits.—Fifteen years after the landing of Wm. Sale, we find the proprietary government in England complaining to the Carolina's, "we must be silly indeed to maintain idle men."* Thirty-three years after the landing of Bienville in Louisiana, the western company threw up their charter in utter hopelessness and despair.†

New England's rugged soil yielded a too reluctant tribute to the industry of her sons. They went out early upon the ocean by which they were girt, in search of bread that the plough yielded not. To

* Southern Quarterly Review, 1845. Art. Carolina Political Annals.

† Commercial Review, vol. 1., art. Louisiana.

this hardy, daring and inimitable people, the boons of nature were to be found in her apparent denial of them all. Upon the pathless deep they are described in eastern gorgeousness, while yet in infancy, by the oratory of Burke, struggling at either pole amid tumbling mountains of ice; in the frozen recesses of Hudson Bay and Davis Straits; beneath the arctic circle and engaged under the frozen serpent of the South.

The seventeenth century affords us, however, but few particulars of the trade which had been started in the colonies. That it was limited can be readily imagined; that it should be worthy of any regard at all, is the only source of surprise. The materials of this portion of our history are meagre. It is sufficient that in 1647, a trade had been opened from the Northern ports to Barbadoes and others of the West Indies; that a collector of customs was appointed at Charleston in 1685, and that the hardy enterprises of the Nantucket whalers received their first impulse in 1690. Let us pass then to the second epoch.

II.—*Our Commerce from 1700 to the Revolution.* In the year 1731 we find a petition read in Parliament from the American colonies that the African trade be thenceforward laid open to them. In the same Parliament it was conceded that the whole gain of the mother country from the trade of Virginia and Maryland alone, amounted annually to £180,000. The Pennsylvanians were exporting corn to Spain and to Portugal, and with the proceeds of their ships and cargoes selecting out merchandize in the English markets. To the Dutch alone they sold 5,000 pistoles annually in liquor and provisions. They had their invoices to Surinam, and Hispaniola, the West Indies, Canaries, New Foundland, and the other colonies, and £150,000 from the proceeds to traffic in Britain. "New York," says a chronicle of this epoch, "sends fewer ships to England than some other colonies do, but those they do send are richer, as dealing more in furs and skins with the Indians, and they are at least of equal advantage to England with those of Pennsylvania. The soil of New England is not unlike that of Britain. It employs about 40,000 tons of shipping, and about 600 sail of ships, sloops, &c., about half which shipping sail to Europe." Now began the parent's jealousy of the offspring. Nothing it was said in Parliament, nothing is more prejudicial, and in prospect more dangerous to any mother kingdom than the increase of shipping in her colonies.—The only use of colonies, added Lord Sheffield, is the monopoly of their consumption and the carriage of their produce. In 1730 the Commons of England struck an ineffectual blow at the American trade with the French and Dutch colonies, it having been represented to them as greatly detrimental to England, and *her* colonies.

In 1732 a writer gravely announced that the convenience of the

Americans from the plenty of beavers, hare, coney wool and many other furs, gave them such advantages that, unless restrained, they would soon supply all the world with hats. The Board of Trade of the same year report that there are more trades carried on and manufactures set up in the provinces on the continent of America, northward of Virginia, prejudicial to the trade and manufactures of Great Britain, than in any other of the British colonies. In 1750 the Americans were forbidden to work in Iron, and Lord Chatham declared not long after in Parliament that the colonies of North America had not even the right of manufacturing a nail. So stringent had become the restrictive policy!

In 1764 was imposed an onerous burthen upon American commerce by the mother country, grown jealous of its too great extension.* This commerce had greatly enriched the home as well as the colonial governments, but the former was too much blinded by erroneous policy to perceive it. She heeded not the annual purchases made in her markets with the avails of lumber, beef, fish, pork, butter, horses, poultry, live stock, tobacco, corn, flour, bread, cider, apples, cabbages, onions, &c., disposed of by our traders to the eager West India planters; and Lord Sheffield, in his observations on the commerce of the American states, tells us that at this time the Carolinians, of their exports to Kingston, Jamaica, took back one half in the produce of that country, the middle provinces one-fourth, New England one-tenth, and the balance in specie dollars. The trade of Britain with the American colonies employed in 1769, 1078 ships, and 28,910 seamen. The value of

* The English navigation act of 1660, declared that certain specified articles of the produce of the colonies, and since known in commerce by the name of enumerated articles, should not be exported directly from the colonies to any foreign country, but that they should be first sent to Britain, and there unladen before they could be forwarded to their final destination. The act of 1764, provided further that no commodity of the growth, production or manufacture of Europe shall be imported into the British plantations, but such as are laden and put on board in England, Wales, or Berwick upon Tweede and in English built shipping whereof the master and two-thirds of the crew are English. Such are the amazing lengths to which systems of restrictions and monopoly have been carried by nations claiming enlightenment! Nearly all of North America was doomed during its colonial dependence upon European powers to the same senseless and suicidal regime. In the instance of Spain it is even yet continued, though much moderated. She levied alike upon exports and imports, the alcavala and other oppressive taxes, and even so late as the middle of the eighteenth century, it was shown that she derived no greater advantages from the possession of Cuba, Hispaniola and Porto Rico, than England or France from the smallest of their dependencies. The course of England, however, was at first of a liberal character, for we find the colonists empowered in the early charter of Pennsylvania to carry on a direct intercourse with foreign States. The permission had but a brief length as we have seen.

her imports from them for that year amounted to £3,370,000 and of their imports from her to £3,924,606, showing a large difference in favour of the parent country.*

In 1770 the imports of Carolina were £535,714, those of New England £564,034, of Maryland and Virginia £851,140, the exports of Virginia at the same time being double the value of those of either of the others named. Mr. Burke triumphantly announced in the House of Commons, "our trade with America is scarcely less than that we carried on at the beginning of the century with the whole world! In the six years ending with 1774 there was an average import from the colonies into England of £1,752,142, and an average export to them in turn of £2,732,036. Crippled as our energies were, they could not be repressed. It was a vain effort to confine the enterprise of a people whose views embraced the world itself, into the narrow compass afforded by English ports, and by portions of Europe southward of Cape Finisterre. When the day of reckoning came as it did at last, for these reckless abuses of power, and they were solemnly proclaimed in the immortal bill of rights, not the least of the usurpations for which retribution was demanded is to be found in the clause:" "She has cut off our trade with all parts of the world!"

The following table compiled by Mr. Hazard from the most authentic sources, will exhibit the trade of the provinces with the mother country during the whole of the periods we have been considering; the table is of great interest embracing as it does in one view almost the entire commerce of America for seventy-six years.

* We very much agree, after all however, with McCulloch, and his school in relation to these adverse and favorable differences which the world have entitled "*balances of trade*," and made no little hubbub about for the last century or two. "It is difficult to estimate the mischief which the notions related to the balance of trade, have occasioned in almost every commercial country. The great or rather the only argument insisted upon by those who prevailed upon the legislature in the reign of William and Mary to declare the trade with France a *nuisance*, was founded on the statement that the value of imports from that kingdom considerably exceeded the value of the commodities exported to it. It never occurred to those who so loudly abused the French trade, that no merchant would import any commodity from France unless it brought a higher price in this country, than the commodity exported to pay it, and that the profit of the merchant or nation would be in exact proportion to this excess of price. The very reason assigned by these persons for prohibiting the trade affords the best attainable proof of its having been a lucrative one, nor can their be any doubt that unrestricted freedom of intercourse between the two countries would still be of the greatest service to both."

AMERICAN TRADE BEFORE THE REVOLUTION.

Yrs.	New England.		New York.		Pennsylvania.		Vir. & Md.		Carolina.		Georgia.	
	Exp'ts. £	Imports £	Exp'ts. £	Imports £	Exp'ts. £	Imports £	Exp'ts. £	Imports £	Exp'ts. £	Imports £	Exp'ts. £	Imports £
1700	41,489	91,918	17,567	49,410	4,608	18,529	317,302	173,481	14,058	11,003		
1701	32,656	86,322	18,547	31,910	5,220	12,062	235,738	199,683	16,973	13,508		
1702	37,026	64,623	7,965	29,991	4,145	9,343	274,782	72,391	11,870	10,460		
1703	33,539	59,608	7,471	17,562	5,160	9,899	144,928	196,713	13,197	12,428		
1704	30,823	74,896	10,540	22,294	2,430	11,819	264,112	60,458	14,067	6,621		
1705	22,593	62,504	7,393	27,902	1,369	7,306	116,768	174,322	2,618	19,788		
1706	22,210	57,050	2,849	31,588	4,210	11,037	149,152	58,015	8,652	4,001		
1707	38,793	120,631	14,383	29,855	786	14,365	207,625	237,901	23,311	10,492		
1708	49,635	115,503	10,847	26,891	2,120	6,723	213,493	79,461	10,340	11,996		
1709	29,559	120,349	12,259	34,577	616	5,881	261,668	80,268	20,431	28,521		
1710	31,112	106,338	8,203	31,473	1,277	8,594	188,429	127,630	20,793	19,613		
1711	26,415	137,427	12,193	28,856	38	19,408	273,181	91,535	12,871	20,406		
1712	24,696	124,103	12,466	18,524	1,471	8,464	297,941	134,583	29,394	20,015		
1713	49,904	120,778	14,428	46,470	178	17,037	206,263	76,304	32,448	23,967		
1714	51,541	121,288	29,810	44,643	2,663	14,927	240,470	128,873	31,290	23,712		
1715	66,555	164,650	21,316	51,629	5,461	17,182	174,756	199,274	29,158	16,631		
1716	60,595	121,156	21,971	52,173	5,193	21,842	281,343	179,955	46,287	27,272		
1717	58,898	132,001	24,534	44,140	4,999	22,505	296,884	215,962	41,275	25,058		
1718	61,501	131,885	27,331	62,969	5,588	22,716	316,576	191,925	46,385	15,841		
1719	54,452	125,317	19,596	56,355	6,564	27,068	332,069	164,630	50,373	19,630		
1720	49,206	128,769	16,836	37,397	7,928	24,531	331,482	140,717	62,736	18,290		
1721	50,483	114,524	15,681	50,754	8,037	21,546	357,811	127,736	61,858	17,703		
1722	47,955	133,722	20,118	57,478	6,882	26,597	283,091	172,754	79,650	34,374		
1723	59,339	176,486	27,992	53,013	8,332	15,992	287,997	123,834	78,165	42,246		
1724	69,585	168,567	21,191	63,020	4,657	36,324	277,344	161,894	10,504	37,839		
1725	72,021	201,768	24,976	70,650	11,981	42,209	214,730	195,884	91,942	39,182		
1726	63,816	200,882	38,397	84,866	5,960	57,634	324,767	185,981	93,453	43,934		
1727	75,052	187,377	31,617	67,422	12,823	31,979	421,588	192,965	96,055	23,251		
1728	64,689	194,590	21,141	81,634	15,230	37,478	413,089	171,092	91,175	33,067		
1729	52,512	161,102	15,833	64,761	7,434	29,719	386,174	108,931	113,329	48,366		
1730	54,701	208,199	8,740	64,356	10,589	48,592	346,823	150,931	151,739	61,785		
1731	49,048	183,467	20,756	66,161	12,786	44,260	408,502	171,727	159,771	71,145		
1732	64,095	216,600	9,411	65,540	8,524	41,698	310,799	148,289	126,207	58,298		828
1733	61,983	184,560	11,636	65,417	14,776	40,565	413,198	186,177	177,845	70,656	263	1,695
1734	82,352	146,460	15,397	81,758	20,217	54,392	373,090	172,060	126,469	99,658	18	1,921
1735	72,899	189,225	14,155	80,405	21,919	48,804	394,995	220,381	145,348	117,837	3,010	12,112
1736	66,788	222,158	17,944	86,000	20,766	61,513	380,163	204,794	214,663	101,147		2,012
1737	63,347	223,923	16,837	125,833	15,198	56,690	492,246	211,301	187,758	88,966		5,701
1738	59,116	293,233	16,228	133,438	11,918	61,450	391,814	258,860	141,119	87,793	17	6,496
1739	46,694	220,378	18,459	106,070	8,134	54,452	444,654	217,209	236,192	94,445	233	3,324
1740	72,389	171,081	21,498	18,777	15,048	56,751	311,597	281,429	265,560	181,821	124	3,524
1741	69,652	198,147	21,142	140,430	17,158	91,046	577,092	248,582	236,830	224,270		2,553
1742	53,166	148,899	13,536	167,591	8,527	75,295	427,699	264,169	154,607	127,063	1,622	17,018
1743	63,185	172,461	15,067	134,487	9,596	79,340	557,821	328,193	215,136	111,499	2	2,291
1744	50,248	143,982	14,927	119,920	7,446	62,214	402,769	234,853	192,594	79,141		769
1745	38,948	140,443	14,083	54,957	10,130	54,281	399,423	196,799	91,847	86,815		939
1746	38,612	209,177	8,841	86,712	15,779	73,699	419,371	282,545	76,897	102,809		984
1747	41,771	210,640	14,992	137,984	3,832	82,404	492,619	200,188	107,500	95,529		24
1748	29,748	197,682	12,358	143,311	12,363	75,330	494,852	252,624	167,305	160,172		1,314
1749	30,999	238,286	23,413	265,773	14,944	238,637	434,618	323,600	120,499	164,085	51	5
1750	48,455	343,659	35,632	267,130	28,191	217,713	508,939	349,419	191,607	134,037	1,942	2,125
1751	63,287	335,974	42,363	248,941	23,870	190,917	463,085	247,027	245,491	138,244	355	2,065
1752	74,313	273,340	40,648	194,030	29,978	201,666	569,453	325,151	288,264	150,777	1,526	3,163
1753	83,395	345,529	40,533	277,864	38,527	245,644	632,575	356,776	164,634	213,009	3,057	14,128
1754	66,538	329,433	26,663	127,497	30,649	244,647	573,435	323,513	307,238	149,215	3,236	1,974
1755	59,533	341,796	28,053	151,071	32,330	144,456	189,668	285,157	325,525	189,837	4,437	2,230
1756	47,359	384,371	24,073	250,425	20,091	200,169	337,759	334,897	222,915	181,780	7,155	536
1757	27,556	363,104	19,168	353,311	14,190	168,426	418,881	426,697	130,889	213,949		2,571
1758	34,204	465,694	14,260	356,555	21,383	260,153	454,362	428,471	150,511	181,062		10,212
1759	25,985	527,067	11,684	630,785	22,404	498,161	357,228	459,007	206,524	215,255	6,074	15,178
1760	37,892	599,647	21,125	480,106	22,754	707,998	504,451	605,882	102,769	218,131	12,198	
1761	46,225	344,225	48,648	289,570	39,170	204,067	455,083	545,350	253,092	254,587	5,764	24,279
1762	41,733	237,285	58,882	288,046	38,091	206,199	415,709	418,599	181,695	194,170	6,522	23,761
1763	74,815	258,854	52,998	238,560	38,228	284,152	642,204	555,391	282,366	250,132	14,469	44,908
1764	88,157	439,765	53,697	515,416	36,258	436,191	539,508	515,192	341,727	305,808	31,225	18,338
1765	145,819	545,299	54,959	382,349	25,148	363,368	505,671	383,224	385,918	334,769	34,183	29,165
1766	141,733	409,642	67,020	330,829	26,851	327,314	461,693	372,548	293,587	296,733	53,074	67,268
1767	128,207	406,081	61,422	417,957	57,041	371,830	437,926	437,624	395,027	244,093	35,856	23,334
1768	148,375	419,797	87,115	492,930	50,404	432,107	406,048	475,984	508,108	289,868	42,462	56,562
1769	129,535	207,992	73,466	74,918	26,111	199,906	361,892	488,362	587,114	306,600	6,522	58,340
1770	148,011	394,451	69,832	475,951	28,109	134,881	435,094	717,782	278,997	146,273	55,532	56,193
1771	150,381	1,420,119	95,875	653,621	31,615	728,744	577,848	920,326	420,311	409,169	63,810	70,493
1772	126,265	824,830	82,767	343,970	29,133	507,909	528,404	793,910	425,923	449,610	66,083	92,406
1773	124,624	527,005	76,246	289,214	36,652	426,448	589,803	328,904	456,513	344,859	85,391	62,932
1774	112,248	562,476	80,008	437,937	69,611	625,652	612,030	528,738	432,302	378,116	67,647	57,518
1775	116,588	71,645	187,018	1,528	175,962	1,366	758,356	1,921	579,349	6,245	102,477	113,777
1776	762	55,034	2,318		1,421	365	73,226		13,668		12,569	

From these statistics we learn the relative commercial position of the different provinces. Dividing the whole time embraced into periods of twenty-five years each, we observe in the *first* period, that Virginia, Maryland and Carolina furnish almost the entire exports, and import much more largely than New England and New York. In the *second* period New York greatly increases her imports which still fall short of those of New England, or Virginia and Maryland, whilst her exports are enhanced but little. The whole exports of New York, Pennsylvania and New England combined did not reach the amount of those of Carolina singly. In the *third* period Pennsylvania imports more largely than New York, but less than New England; the southern provinces retain their rank as exporters, Carolina being still greater than New York, New England and Pennsylvania together; and Georgia, a new plantation, equals New York. Truly is the empire of trade a fickle and inconstant one. But we pass to another division of our subject.

III.—*American Commerce under the articles of federation.* During the revolution all foreign enterprise was of necessity suspended, and in struggling for liberty, men taught themselves to forget and despise every mere physical want. Leagued together for a common defence, the states were able to resist every devise of power, and sustain a long and bloody contest. But when that contest was ended and liberty won, the confederation exhibited at once its nervelessness for peace, and for the arts and policy and duties of peace. The fabric which could resist the storm, crumbled away when the sunshine succeeded. So true is it that the necessities of men are the only durable bond of their union, and that without this union there is no strength.

From the close of the war until the adoption of the Constitution there may be considered to have been no great regulating head in America. No uniformity or system prevailed among the states, and their commerce was consequently exposed to the utmost uncertainty, fluctuation and loss. Tonnage duties were levied in different ports as it suited the caprices of the several governments, and as they were more or less desirous of encouraging particular branches of navigation and trade at the expense of others. By a policy more astute than that of her neighbours, New York managed in this way soon to increase largely her foreign trade and laid the foundation of the empire she now maintains. From 1784 to 1790 our commerce exhibited the most remarkable results. For seven years consecutively the imports into American ports from Britain were never otherwise than twice the amount of the exports to her, and for several years were three and even five times their value. A drain of specie is said to have been the consequence, a very natural though not necessary one, and great commercial embarrassment and distress.

The following table made up from the records of the English custom house, will be found of interest :

<i>Exports America to Britain.</i>		<i>Imports America from Britain.</i>
1784	£ 749,345	£ 3,679,467
1785	893,594	2,308,023
1786	443,119	1,603,465
1787	893,637	2,909,111
1788	1,023,784	1,886,142
1789	1,050,198	2,525,298
1790	1,191,071	3,431,778

IV.—*Our Commerce under the Constitution and until 1812.* In such a crisis the attention of thinking men and patriots in all parts of the nation was aroused, and there was perhaps nothing that contributed so much in urging the states into a general convention, and into the adoption of a constitutional government and union, calculated to preserve their liberties, their fortunes and their glory in all the future. One of the first grants of power conceded to Congress under this Constitution was that of "*regulating commerce with foreign nations, among the several states and with the Indians.*"*

No more, said a memorial from Charleston, on the adoption of this Constitution, no more shall we lament our trade almost wholly in the possession of foreigners, our vessels excluded from the ports of some nations and fettered with restrictions in others ; or materials the produce of our country which should be retained for our own use, exported and increase the maritime consequence of other powers.† With this memorial before them, and others of a similar character, Congress at its first session appointed a committee to report upon "the expediency of increasing the duty upon foreign tonnage, carrying American produce to places in America not admitting American vessels ; and to frame a bill placing the same restraints upon the commerce of foreign American states that they place upon us."

* Referring to the state of things which existed under the articles of federation an able writer observes : "Interfering regulations of trade and interfering claims of territory, were dissolving the attachments and the sense of common interest which had cemented and sustained the Union during the arduous struggles of the revolution. Symptoms of distress and marks of humiliation were rapidly accumulating. The finances of the nation were annihilated. In short, to use the language of the authors of the *Federalist*, each State yielding to the voice of immediate interest or convenience, successively withdrew its support from the confederation, till the frail and tottering edifice was ready to fall upon our heads, and to crush us beneath its ruins. Most of the federal constitutions of the world have degenerated or perished in the same way, and by the same means." KENT, Vol. 1, 217.

† American State papers. 1789.

By the report of Alexander Hamilton in 1790 it appears that the total tonnage of the United States at that time was as follows :

American vessels in foreign trade,	363,093 tons.	
Coasters above twenty tons,	113,181 "	
In the fisheries,	26,252 "	
		502,526
Total foreign tonnage,		262,913
U. States and British,		312
U. S. and other foreign,		338
Total,		tons 766,089

The tariff of 1789 was specific and *ad valorem*, and discriminated ten per cent. in favour of the trade conducted by our own shipping. In this we but imitated the navigation acts of European States, by means of which it has been supposed the enormous maritime consequence of some of them has been principally secured. We shall not pause to argue a point in political economy so long mooted among writers of the greatest ability. The jealousies of nations have gone and still go very far. Even the philosophical Voltaire thought the gain of these could not otherwise accrue than with each others loss. England long imposed the most onerous restrictions upon all other commerce than her own and her advances in consequence, or notwithstanding, have been unprecedented. Her tonnage when she commenced this system was less than that of the United States on the adoption of the Constitution !

There was one department of our maritime industry which demanded the earliest attention of the government, and we think its general interest will be sufficient apology for any space we may allot to its consideration—THE FISHERIES. Mr. Jefferson, in 1791, then Secretary of State, furnished an admirable report upon the subject which we proceed to analyze.

As early as 1520 there were fifty ships upon the New Foundland coasts at a time for cod. In 1577 the French had 150 vessels there, the Spaniards 100, Portuguese 50, and English 15. The French fishery began early to decline. In 1768 the Americans took but little less than the English, and the French took least of all. In 1789 England obtained double the quantity of America and France together. During the revolution the American fisheries were almost entirely abandoned, and Mr. Jefferson left it to the wisdom of Congress to decide, whether they should not be restored, by opposing prohibition to prohibitions and high duties to high duties, on the fish of other nations.

The whale fishery was prosecuted by the Biscayans as early as the fifteenth century. The British began its encouragement in 1672 by

bounties. The Americans opened their enterprises in 1715. They succeeded early in the discovery in the Southern Seas of the sperm-citi whale, which they attacked instead of the Greenland hitherto known to navigators. In 1771 we had 204 whalers. During the war England held out the largest bounties to the trade, and so irresistible were these in the depressed condition of our fishermen, that it is said many of the mwere on the eve of removing to Halifax, to prosecute the business there, and were only deterred by a letter from Lafayette declaring that France would abate her duties upon oil. The little Island of Nantucket is the great heart of these fisheries. A sand bar, said Mr. Jefferson, fifteen miles long and three broad, capable by its agriculture of maintaining twenty families, employed in these fisheries before the revolution, between 5 and 6,000 men and boys, and contained in its only harbor 140 vessels. In agriculture then they have no resource, and if that of their fisheries cannot be pursued from their own habitations, it is natural they should seek others from which it can be followed, and principally those where they will find a sameness of language, religion, laws, habits, and kindred.

In 1803 Mr. Huger stated to Congress in his report, that it would seem the cod fisheries had gained ground since the revolution, but that the whale fisheries on the contrary have been for some time past on the decline. The war of 1812 was most disastrous to the fishermen, but they soon afterwards recovered their prosperity, and on the first of January 1844, we had 644 vessels engaged at sea of the value, including catchings, \$27,784,000. On the first of January 1846, there were 680 ships, 34 brigs, 21 schooners, and one sloop; tonnage 233,149; manned by about 20,000 seamen and officers, consuming over three millions dollars annually of American produce. Proceeds whale fisheries \$9,000,000 per annum, of which only \$2,000,000 are re-exported.

In 1844 Mr. Grinnel stated in Congress :

This fleet of whaling ships is larger than ever pursued the business before. Commercial history furnishes no account of any parallel. The voyages of those engaged in the sperm fishery average three and a half years, they search every sea, and often cruise three or four months with a man at each mast-head on the look out, without the cheering sight of a whale. They are hardy, honest, and patriotic, and will as they did in the last war, stand by their country when in danger; they will man our ships, and fight our battles on the ocean.

Mr. Clayton remarked but the other day : (February 1846.)

We have at this time a commerce of \$2,417,000 tons of shipping, England has 2,420,000 tons; so that we are nearly, nay it is my opinion we are completely on a par with her. I doubt, sir, whether England has a greater commercial marine or greater interests to protect. We have more than 700 whale ships in the Pacific, an extensive Indian commerce and a great and daily growing commerce with China.*

* Browne's Whaling Cruise and Hist. Whale Fishery : 1846, p. 539.

But we have been anticipating other divisions of the subject, led on by the interest which is so readily excited here. At the close of the last century there were many causes which tended to add a vast importance to the commerce of the United States. For several years this commerce enjoyed unparalleled and almost unmeasured prosperity. Scarcely admitted into the family of nations, we found the whole civilized world engaged in the fiercest and most sanguinary conflict. A wise and indeed "masterly" neutrality was of course the true policy of the nation. The carrying trade of the world fell at once into our hands.—We supplied the mother countries with the products of their own colonies. The East and the West Indies alike were opened to our shipping. Their rich products filled our warehouses, supplying consumption and re-export. Prosperity such as this however was fated to be brief. The conflicting powers sacrificed everything to their mutual hatred, and minded little the rights of a nation they had not even learned to respect. Protestation ended in war, and the rights of our glorious sailors were established forever on every sea. With the return of peace in Europe, the carrying trade departed rapidly from us.

In 1791 the King and Council of England admitted American unmanufactured goods, except fish, oil, blubber, whale fins, certain naval stores, etc., into Britain at same duties as British American produce.—The treaty of commerce of 1794 between the two governments was a reciprocity one, both parties binding themselves to impose no greater restrictions upon each other than they imposed upon others. This treaty regulated our East India commerce, then newly opened and promising a great extension.

From 1790 until 1797 Pennsylvania continued largely the greatest exporter in the Union. In 1791 South Carolina occupied the third rank. In 1797 New York for the first time took a leading position which she has ever after maintained. The first exports of Tennessee and Mississippi date from 1801, those of Kentucky and Indiana from 1802, of Michigan 1803, Orleans Territory 1804, and Ohio 1806. This we shall see more particularly hereafter. It is sufficient now to indulge the reflections which the facts before us so naturally awaken. Mysterious have been the changes. Old age and premature decay have fallen upon cities once famous for their trade; and the quays where the flags of all nations floated have come at last to be comparatively deserted. We look around and there have started up others like mature creations, full of vigour and stalwart even in their infancy. How hardly can reason realize that these wondrous changes are not all the pictures of fertile imagination. Where is placed Virginia now, that mother of States, who in 1769 exported to foreign lands, four times as much as New

York; and where is Carolina, the land of the "Rutledge's, the Pinckney's, and the Sumpter's," whose exports at the same time doubled those of New York and Pennsylvania together, and were equal to five times those of all New England!* If trade grow to colossal statue, its proud empire, the poet truly admonishes us, hastens also, to swift decay.

The difficulties which beset our commerce, in the early part of the present century, when the rival and hostile powers of Europe, jealous of our prosperous neutrality, strained every nerve to involve us in their disputes, will be called to mind by every one familiar with history. We were made the victims of the policy and arts of these nations, and even as early as 1793, their depredations upon our commerce was considerable. In five months alone of that year it was stated in the House of Peers, that *six hundred American vessels* were seized or detained in British ports for alleged violations of orders, and decrees claimed as principles under the laws of nations. These aggressions upon our rights were long and extensively practised as the following table will exhibit.

SEIZURES AMERICAN VESSELS FROM 1803 TO 1812.

By the British,	917
" " French,	558
" " Neapolitan,	47
" " Danish Tribunals,	70
Total vessels,	1,592

And this at a time when we were at peace with all the nations on earth.† Indemnity for these spoliation has been the subject of numerous treaties, among others that of England in 1794, France 1803, and Spain in the Florida treaty of 1819. But this whole period, so interesting in our annals deserves a minute survey.

On the conquest of Prussia in 1806, Bonaparte conceived the idea of crushing the maritime power of Britain, by prohibiting all the world, in his famous *Berlin decree*, from conducting any trade with her or her numerous dependencies. The retaliatory British *orders in Council* followed at once, and all countries in the world, connected in any way with France, or opposed to England, were declared to be under precisely the same restraints, as if actually invested in strict blockade by British forces. Incensed by so unexpected and ruinous a measure Napoleon issued the memorable *Milan decree*, making lawful prize of all vessels submitting at any time, or in any way to British search, or taxa-

* See Report of the Southern Commercial Convention.

† Saybert.

tion.* It was natural that these illegal and unauthorized proceedings should excite the utmost interest and concern in the United States so materially and even vitally affected by them. We protested in vain.—The administration recommended as the sole remaining alternative of peace, an *embargo*, which Congress adopted in 1807. This measure the commercial interests warmly opposed as ruinous to them, and memorials were forwarded from many quarters praying for its repeal. To these it was replied by government “the embargo by teaching foreign nations the value of American commerce and productions, will inspire them with a disposition to practice justice. They depend upon this country for articles of first necessity, and for raw materials to supply their manufactures.” Such a view of the matter, however, did not occur to the mind of Napoleon, who regarded the embargo as greatly favorable to France, and aiding him in his warfare against English commerce. “To submit,” said he to Mr. Livingston, “to pay England the tribute she demands, would be for America to aid her against him, and a just ground of war.”

In 1809 a *non intercourse* with Britain and France was substituted for the embargo, which the latter power regarded as such an evidence of hostility as to justify her in proceeding at once to condemn millions of American property as lawful prize.

The Congress of 1810 determined upon the admission of the commercial vessels of the powers above named, if the act were proceeded by a revocation of their hostile and arrogant decrees. The French government pretended to close in at once with the proposal, but it was nearly one year later before her repealing ordinance was officially promulgated, evidencing a disposition on the part of Napoleon, to play with us in bad faith, and to turn the game at any time to his advantage. So humiliating to our pride are the events of this entire era. With England it was long doubtful what relationship we might expect to sustain. Hostile and peaceable alternately, according to her caprices or her interests, she had provoked in American minds a resentment too deep to be subdued, and forbearance longer was regarded a crime. The orders of Council remaining in force, and the aggressions increasing daily, a

* The question of blockade has been much discussed by modern publicists; and between ourselves and Europe with no little acrimony. The policy of the United States being that of peace and neutrality, we are induced to insist most strongly upon the rights and privileges of neutral nations. The ordinance of Congress 1781 required that there should be actually a number of vessels stationed near enough to make the entrance of a port apparently dangerous to constitute a blockade, and we have ever protested against confiscation for ineffectual or fictitious blockades. In our convention with Russia of 1801, a blockaded port was defined “that where there is by the disposition of the power which attacks it, with ships stationary or sufficiently

non intercourse act of *sixty days* was resorted to, the prelude only to a solemn *declaration of war*.* Then was the hour of severe retribution, and then was the national honor and dignity of America triumphantly and forever vindicated!

V. We come at last to consider the last general division of the subject, *our commerce since the war of 1812*. This has been an era of prosperity and rapid advance, and the great powers of the civilized world seem to have realized for once, the rich benefits of a prolonged armistice, or if another expression be preferred, a protracted and we hope permanent peace. In commercial rank the United States of America, subordinate to Britain only, and having outstripped all the world else, is prepared to share a divided sceptre, until that sceptre can be wielded alone by her hand, and the empire of the seas be transferred to her keeping.

But this is not a fit time for such generalizations. The history of our trade for the last thirty years has material enough for many more pages than we can allot to it even with the greatest condensation. The period has been celebrated by an approach to a more liberal *internationality* and a *reciprocity* something else than in name. The progress in the last year or two, has been most strongly marked, toward that *ultimatum* in the minds of every lover of truth, and of human advancement, perceived first by Lord Bacon, and ably though imperfectly presented by his followers—*commerce unfettered as the winds that waft it*. Free religion, free government, free press, free traffic—freedom everywhere, and in every righteous thing throughout all the world! When shall nations sacrifice their foolish jealousies and meet each other on this high, broad and christian ground? We are no partisan here, but a cosmopolite. We advocate a policy as wide as the earth, and as generous. No single nation can afford to act alone—the movement, if made at all, must be *universal*. Can we expect this cordial and noble co-operation. Alas! the time for it appears as remote, as did the day to Charon, when that empire of truth should be established, for which Hume would have delayed his passage across the fearful river of Styx.†

near, an evident danger of entering." The same is defined in some of our South American treaties, "a place actually attacked by a belligerent force, capable of preventing the entry of the neutral." Kent 1, 146 n., but see this whole subject discussed, *Commercial Review*, vol. 1, art. *Blockade*, by J. P. Benjamin, Esq., p. 498; *International Rights of Peace and War*, p. 192, by the Editor. The late proclamation of Commandant Stockton on the Pacific, has been thought opposed to our often declared principles, but it is to be observed that the question of infraction of blockade can only arise on that coast in the cases where our squadron has been found *effectual* in preventing it.

* The *orders* were revoked five days before the declaration of war. Query, however, whether the intelligence would have prevented the declaration?

† A conceit of the philosopher, who wished the *world* to discover truth, when he himself groped *darkly* through it.

The condition of Europe now, however, argues little for the early triumph of those principles to which we have been referring. The latest British, French, and Austrian tariffs have been in the highest degree restrictive, though in the case of the first named nation her policy would appear about to be radically changed. The German States maintain the exclusive policy, as do also the Spaniards, and Portuguese. Russia was latest in adopting the restrictive system, but we see by her last tariff some evidences of improvement, which neither Sweden or Denmark furnish. The duties of the Italian States have been generally moderate, except for Rome and Naples, and we recognise a great improvement in these, in the late tariff of his Holiness, the Pope. The commercial system of Holland, is the most liberal in all Europe, but the South American States appear to be governed by the same spirit as that which dictated the policy of Spain.

In 1824 Great Britain seemed desirous of removing in some degree her restrictions upon the navigation of other powers. She entered into reciprocity treaties with many of them, and in this was soon after imitated by the United States, in the treaties of 1825-6-8-9 with Central America, Denmark, Sweden, Hanse Towns, Prussia, Brazil, Austria, Hungary, and Bohemia, Mexico, Russia, Venezuela, Greece, Sardinia, Netherlands, Hannover, and Portugal. We also entered into similar, but limited reciprocity treaties with France in 1822, continued afterwards, and with England in 1821, 1825, and 1833. These treaties were arranged by Mr. Kennedy, Chairman of the Committee of Commerce in 1842 into three classes.

1. Those securing mutual privileges of export and import of produce, the growth produce or manufacture of the stipulating powers, transported in their own vessels, without discrimination on tonnage.

2. Those providing for a levy of duties not less favourable upon the tonnage of either, than are levied upon the tonnage of other powers.

3. Those requiring equality of port charges.

According to our own notions, these conventions have always seemed worthy of all encouragement, but singular as it may appear to us, the fact is nevertheless so, that the Committee of Commerce above referred to, reported against them all, as injurious to our navigation and to our commerce. They urged, that the President give notice of termination of those of them, which extended the reciprocity-privilege of trade beyond the limits of articles, the growth, produce, or manufacture of the respective countries. The American tariff passed soon after this; the tariffs of France, Belgium, and the German league of the same year, and the Russian tariff of 1841, were classed in the British Commons as those in the highest degree inimical to the trade of the empire.

What new influences, favorable or adverse, are to be exerted by the American tariff of 1846, which has occasioned as well in Europe as in this country so great a sensation, remain to be seen.

Before taking a minute survey of American commerce, as it exists at the present moment, or furnishing in detail its important and elaborate statistics, we will pass hurriedly in review over the chief materials of our export trade. They have been distributed under four great heads.

1. *The Products of the Sea.*—We have remarked amply upon this trade, which was secured to us by the treaty with England in 1783, after great opposition on her part. The treaty of 1815 did not renew the guarantee of the fisheries, which occasioned the convention of 1818; and the discussions of the two powers, resulted at last in the restoration of our rights of fishery, though in a much more restricted manner.

2. *The Products of the forests.*—By this is understood naval stores, skins, furs*, lumber,† ashes,‡ ginseng,§ bark, &c. Our lumber trade commenced very early in small quantities, but has grown to large account. Naval stores were encouraged in the colonies by bounties. Furs and peltries exported reached even as early as 1770 about half a million of dollars. The average value of these exports before 1833, for thirty years, was for lumber annually near \$ 2,000,000, naval stores

* The American *fur trade* is becoming now of little value. That of the beaver is the most important, but the animal has been very nearly exterminated. The chief supplies of furs are from Russia and North America, but many other countries produce them in limited quantities and of different kinds. There are several great Fur Companies established:

- 1.—The Hudson's Bay Company of London;
- 2.—The American Fur Company of New York;
- 3.—The Russian American Company of Moscow;

4.—The Danish-Greenland Company of Copenhagen.—The furs are consumed principally in China, Turkey, Russia, England, Germany, Europe generally and America. The China fur trade was begun by the Americans in 1784 and prosecuted at times with great vigour. The exports of furs from British America for the five years before 1832, are said to have averaged about \$ 1,000,000 a year.

† The North American *lumber trade* has ever been of great consequence, and is perhaps the chief value of many of the colonies, which England clings to in this quarter.

‡ Chiefly *pot and pearl ashes*, the latter a calcined preparation. Of great use in the arts for soap, glass, bleaching, &c. The ashes of the United States are the best and purest in the world.

§ *Ginseng*, the root of a plant growing in many parts of North America. Principal or only market China. The Chinese formerly obtained it from Tartary, and the root is said to be worth in Canton, when prepared, \$ 70 or \$ 80 a picul of 133 pounds. Export from United States to China in 1837 212,899 lbs., valued at \$ 108,548.

\$ 400,000, ashes \$ 1,000,000, ginseng \$ 100,000, what they are at the present day will be seen bye and bye.

3. *Products of Agriculture.*—To this class belong, have belonged, and will perhaps in all the future belong the great mass of the exports of our country. We have a territory, vast and prolific enough to supply with our staples the wants of all the world. There is nothing that we demand, but a market. In a fair and open market all competition may be disregarded. In COTTON it has long been urged upon us "*you produce too much*," but such is the growing consumption, that this complaint will hardly be again repeated. In RICE our capacities are without limit. Though the product in large quantities of but two States, there are millions of acres of land in Mississippi and Louisiana, adapted to its growth. Our WHEAT and INDIAN CORN crops are making prodigious advances. In SUGAR, instead of supplying half of our own demand, we shall ultimately grow more than we can consume, and be found soliciting markets throughout the States of Europe. We might remark similarly of TOBACCO and many other commodities.

Our export trade in wheat, flour and Indian corn, commenced early and was quite considerable before the revolution. Owing to a growing home demand and foreign restrictions, these exports have greatly varied, and the average annually for flour from 1830 to 1840 are less than from 1810 to 1820. The Indian corn export of 1844 was only half so great as that of 1791. However this gloom, which has hung over our farming interests, is being dissipated, as is shown in the vastly increased exports, which are now taking place, and in the liberal modification of the British corn laws. These new laws went into operation 27th June last, and the duties until February 1849 are as follows :

If imported from any Foreign Country, not being a British possession.

<i>Wheat.</i>		<i>Flour and Wheat Meal.</i>	
Average Price.	Duty.	Per Cwt.	Per Barrel.
			of 196 lbs.
under 48 s. . . .	10 s. . . .	3 s. 5½ d. . . .	6 s. 0 6-32
48 s. & under 49 s. . . .	9 s. . . .	3 s. 1½ d. . . .	5 s. 4-31
49 s. " 50 s. . . .	8 s. . . .	2 s. 9 d. . . .	4 s. 9-24
50 s. " 51 s. . . .	7 s. . . .	2 s. 4½ d. . . .	4 s. 2-17
51 s. " 52 s. . . .	6 s. . . .	2 s. 0½ d. . . .	3 s. 7-10
52 s. " 53 s. . . .	3 s. . . .	1 s. 8½ d. . . .	3 s. 0-3
53 s. and upwards	4 s. . . .	1 s. 4½ d. . . .	2 s. 4-28
<i>Oats.</i>		<i>Rye, Peas, Beans, Barley, Bear, or Bigg</i>	
Average Price.	Duty.	Barley Average.	Duty.
under 18 s. . . .	4 s. 0 d. . . .	under 26 s. . . .	5 s. 0 d.
18 s. and under 19 s. . . .	3 s. 0 d. . . .	26 s. and under 27 s. . . .	4 s. 6 d.
19 s. " 20 s. . . .	3 s. 6 d. . . .	27 s. " 28 s. . . .	4 s. 6 d.
20 s. " 21 s. . . .	2 s. 6 d. . . .	28 s. " 29 s. . . .	3 s. 6 d.
21 s. " 22 s. . . .	2 s. 0 d. . . .	29 s. " 30 s. . . .	3 s. 0 d.
22 s. and upwards	1 s. 6 d. . . .	30 s. " 31 s. . . .	2 s. 6 d.
		31 s. and upwards	2 s. 0 d.

Barleymeal, for every 217½ lbs. the duty to be equal to that payable on one quarter barley.

Ryemeal and Flour, for every 196 lbs., the duty to be equal to that payable on five-eighths of a quarter barley.

Peameal and Beanmeal, for every 272 lbs. the duty to be equal to that payable on one quarter barley.

Oatmeal, for every 181½ lbs. the duty to be equal to that payable on one quarter barley.

If the produce of or imported from any British possession out of Europe:—

Wheat, Barley, Bear, or Bigg, Oats, Rye, Peas, and Beans, the duty shall be for every quarter 1 s.

Wheatmeal, Barleymeal, Oatmeal, Ryemeal, Peameal, and Beanmeal, the duty shall be for every cwt. 4½ d.

The exports of Indian corn were 825,282 bushels in 1843-4, and 247,882 bbls. meal; in 1844-5, 840,184 bushels, 269,030 bbls. Of flour, 1844 1,438,574 bbls; in 1845, 1,195,230; or estimating each barrel of flour at its equivalent of 5 bushels wheat, we have nearly six millions bushels wheat for 1845, near $\frac{1}{16}$ of the whole product. The receipts of corn and flour at New Orleans alone, in the year 1845-6, trebled in the one instance, and doubled in the other, those of any previous year, as will be seen when we come to treat of this city. The total exports of Indian corn up to May 1846, were four times as great as in the corresponding months of the previous year. What the whole export of breadstuffs for the coming year, from the United States will be, is not easily determined. The estimates are in general high. There can be no doubt, that there has been a large crop. We know, that on the continent of Europe, in England and in Ireland, the harvest has been disastrous, and that there is a demand far beyond our capacity to export. The subject is well stated in the *Manchester Guardian*:

"Now, supposing that the harvest in the United States, is this year, so abundant as to cause their exports to be doubled; suppose that, instead of 1,000,000, they amount to 2,000,000 of quarters, we fear that they will not produce any very sensible effect upon European prices. It must be recollected, that, of the exports from the United States, no inconsiderable proportion must be sent to the West Indies and South America; but supposing the whole sent to Europe, they would not nearly supply the estimated deficiency in the crops of France alone, to say nothing of the probable wants arising from the general failure of the rye crops in Belgium, Holland, Germany, and the north of Europe, and of the oat and pulse crops of England. At the present time purchases of American flour, for shipment to France, are making in the English markets; and as the prices of grain are now higher over a large part of the continent than in this country, it is highly probable that until some change takes place in this respect the exports from England will exceed the imports; and that, whatever may be the amount of the shipments from the United States, they must be considered in reference to the demands, not of England, but of the whole of Europe.

It may be said, that we have not taken into account the large imports of Indian corn, which may be expected during the next twelve months. We have not, however, forgotten them, and well it is for this country, and especially for Ireland, that public attention, both in England and in the United States, was strongly directed last year to the resource against famine which the maize of the United States might afford. The imports of that grain in the commencement of the next year will, no doubt, be very extensive; but take them at the very highest amount at which the most sanguine mind can estimate them, will they supply even one-half of the deficiency arising from the failure of the potato crop in England and Ireland, supposing

Bigg
Duty.
s. 0 d.
s. 6 d.
s. 6 d.
s. 6 d.
s. 0 d.
s. 6 d.
s. 0 d.

that failure to be as general as it is commonly supposed to be? We fear they will not do this; and, therefore, in estimating the probable deficiency of food arising from the failure of the cereal crops in Europe, the expected imports of American maize may safely be left out of the question."

It is unnecessary to dwell minutely in this place, upon the other articles of our agricultural export. We have published already two comprehensive articles upon *Sugar** by eminent gentlemen, and two also upon *Tobacco*,† to which with three others upon *Cotton*, *Flour* and *Indian Corn*,‡ by ourselves, we would refer the reader. The following table contains full particulars of the cotton crop of 1846, which, small as it is, is likely to exceed very greatly the crop now coming into market.

* Commercial Review, Vol. 1, p. 53, *Louisiana Sugar*, by E. J. Forstall, Esq.; Vol. ii, p. 322, *Cultivation and Manufacture of Sugar in Louisiana*, by J. P. Benjamin Esq.

† Commercial Review, vol. ii, 42 & 248 pp.

‡ Vol. i, 33, 289, 465 pp. In our article upon *Indian Corn*, we may be thought to have expressed ourselves despondingly in reference to the possibility of its becoming a considerable article of export. But we were arguing a particular and not a general case. What was true for the year of our reasoning, need not be always so in a country capable of indefinite production. What was urged about the home demand, loses little of its force at any time. The following passage we extract from one of the last numbers of Niles' Register:

"The return of the corn (maize) crop for the U. S. census in 1840, gave a gross yield of 380,000,000 bushels, Tennessee, Ohio, and Kentucky, being the leading producers—some 40,000,000 bushels annually.—There has been a considerable increase of the commodity and greater care has since been taken to ascertain precisely the annual product of the several States. The estimate of the Commissioner of the Patent Office in 1845, gave the return as 418,000,000 bushels, and those who have paid attention to the subject say, that the present year will yield something approximating to 500,000,000 bushels, and 110,000,000 bushels wheat. The Patent Office return for 1844, was 107,000,000 bushels wheat. The value of the corn crop in the farmer's hands may be estimated at 12 1-2 per bushel, or \$62,500,000, and if transported to any of the seaboard markets, it will realize the holder 60 cents per bushel at present quotations, or an appreciation which would bring the whole yield, were it put in the market, of \$ 300,000,000 but the difficulty of getting it forward, together with the heavy expense, leaves only a very small proportion of the annual crop for commercial purposes. Whatever proportion, however, that does go forward, generally commands remunerating returns to those last handling it, but the producer seldom shares in the appreciation of price. This, however, can only continue so until the existing high rates of toll which are now exacted on the State canals for this and many other similar products are removed.

This season may be hailed as the commencement of the corn traffic on the lakes and canals, and large as the shipments seem, as compared with previous years, they are as nothing when the aggregate trade of the West is examined. We have reached 1,100,000 bushels at tide water; whereas if the article was favorably treated in its transit through this place and the Erie Canal, the figures would be 5,000,000 bushels as the annual receipt."—*Buffalo Commercial*.

United States Cotton Crop---Receipts 1845 and 1846.

	N. Orleans.	Mobile.	Florida.	Texas.	Georgia.	S. Car'la.	N. Car'la.	Virginia.	Phil. & Balt.
1845	929,126	517,196	188,693		295,440	426,361	12,487	25,200	(over and)
1846	1,037,144	421,966	141,184	27,008	194,911	251,405	10,637	13,282	3,060
	Total Crop,				1845	2,394,503			
	Total Crop,				1846	2,100,537			
					deficit,	293,666			
					add cotton from Texas,	27,008			
					Total deficit,	320,974			

Export to Foreign Ports, From September 1, 1845, to August 31, 1846.

FROM	To Great Britain.	To France.	To North of Europe.	Other F'n. ports.	TOTAL
New Orleans, *bales,	562,320	159,528	28,841	84,086	834,775
Mobile,	208,082	66,821	15,974	10,858	301,735
Florida,	42,844	7,137			49,981
Georgia, (Savannah and Darien)	67,117	8,813		1,922	87,852
South Carolina,	117,070	50,980	5,118	6,592	179,760
North Carolina,					
Virginia,	630	250	378	50	1,308
Baltimore,	1,494		319		1,813
Philadelphia,	1,723				1,723
New York,	64,292	65,438	26,556	11,464	197,750
Boston,	3,973	736	3,566	556	8,771
Texas,	2,824		6,000	2,500	11,324
Grand total,	1,102,369	359,703	86,692	118,028	1,666,792
Total last year,	1,439,306	359,357	134,501	150,592	2,083,756
Increase,		346			
Decrease,	336,937		47,809	32,564	416,964

Growth and Home Consumption Cotton.

	Growth.	Consumption.		Growth.	Consumption.
1826-7	Bales, 937,900		1836-37	Bales, 1,422,930	222,540
1827-8	712,000		1837-38	1,801,497	246,063
1828-9	857,744	118,853	1838-39	1,360,532	276,018
1829-30	976,845	126,512	1839-40	2,177,835	293,193
1830-31	1,038,848	182,142	1840-41	1,634,945	297,288
1831-32	987,477	173,800	1841-42	1,683,574	267,850
1832-33	1,070,438	194,412	1842-43	2,378,875	325,129
1833-34	1,205,394	196,413	1843-44	2,030,409	346,744
1834-35	1,254,328	216,888	1844-45	2,394,503	389,006
1835-36	1,360,725	236,733	1845-46	2,110,537	422,597

Consumption 1846.

Total Crop United States,	2,100,537
Add stock 1st September 1845, Southern ports,	30,733
“ “ “ “ “ Northern “	67,686
Supply,	2,198,957
Deduct Foreign export,	1,666,443
Stock 1st September 1846,	107,122
Burnt at Savannah, Philadelphia, and New York,	2,795
Taken for Home Consumption,	bales 422,597

* The shipments from Mississippi are included in the export from New Orleans.

† Exclusive of Cotton manufactured at the South and West, except certain portions of Virginia.

4. *Products Domestic Manufactures.* The manufacturing industry of our country began to display itself soon after the revolution, and it has through a great portion of our history, and in different degrees, been an especial favorite with government. We have, indeed, attained to surprising excellence in these branches, and in very many of them may compete with any nation upon earth. For the manufacture of cotton goods we have unrivalled facilities, and it may be doubted now whether this branch is at all dependent upon the favours of government. This will not hold true in many other department of manufactures, and hence the anxiety manifested in all parts of the Union in relation to the working of the new tariff of 1846. Whatever opinions we may have ourselves upon the subject this is not the occasion to express them. It is generally conceded, however, that so far as cotton goods are concerned the manufacture will *not* be diminished. Abbot Lawrence, Esq., wrote lately to Mr. Rives:

"Our consumption of cotton reached the last year, one hundred and seventy-six millions of pounds, which is equal to the whole crop of the Union in 1825, and equal to the whole consumption of Great Britain in 1826. This is a striking fact, and one that should be remembered. The history of the production and manufacture of cotton is so extraordinary, that I propose to send you some statistics on the subject furnished me by a friend. I hope you will not deem me over sanguine when I tell you that it is my belief that the consumption of cotton in this country will double in eight or nine years, and that it will reach 400,000,000 pounds in 1856, and further, that we are not only destined to be the greatest cotton growers, but the most extensive cotton spinners in the world. The manufacture of cotton is, probably, in its infancy; but a moderate portion of mankind have yet been clothed with this healthful and cheap article."

The whole amount in value of domestic manufactures exported from the United States in 1840, was \$9,873,462, 1843 \$6,777,527, 1844 \$9,579,724, 1845 \$10,329,701, according to the exhibits of the Secretary of the Treasury. The exports from Boston for the year ending May, 1846, will give an idea of the accustomed markets.

COTTON GOODS EXPORTED FROM BOSTON 1846, TO
(BALES AND CASES.)

Hong Kong,	650	Honduras,	179	Guayma,	1
Canton,	1,663	California,	46	Neuvinas,	1
Calcutta,	657	Mansanilla,	90	Galveston,	19
Canton and Ma-	} 535	St. Peters,	146	Aux Cayes,	54
nilla,		Laguayra,	164	New Orleans,	5,454
Manilla,	1,239	St. Domingo & }	} 50	Mobile,	670
Batavia,	152	St. Thomas,		Apalachicola,	110
East Indies,	5,090	Gonaives,	33	Charleston,	4,530
Valparaiso,	11,080	St. Domingo,	90	Richmond,	904
Sumatra,	175	Cape Haytien,	39	New York,	22,574
Smyrna,	656	New Zealand,	31	Baltimore,	8,254

[Table continued.]

COTTON GOODS EXPORTED FROM BOSTON 1846, TO
(BALES AND CASES.)

Bueynes Ayres,	175	Cape Verdis,	20	Philadelphia,	19,669
Palermo & Naples,	158	Jamaica,	33	Georgetown,	105
Rio Janeiro,	2,189	West Indies,	25	Savannah,	15
Istapa, C. A.	1,138	Bahamas,	10	Hartford,	44
Sandwich Is.	759	Nassau,	10	Salem,	50
Cronstadt,	440	Campeachy,	25	Eastport,	248
Gibraltar,	132	San Juan,	4	Norfolk,	10
Africa,	25	Nova Scotia,	8	Pattersonville,	5
Hobart Town,	40	St. Thomas, and } Maracaibo, }	58	Thostown, Me.,	6
Zanzibar,	576	Fayal,	62	Belfast,	13
Malta,	146	St. Thomas,	147	Castine,	4
S. America,	164	Porto Cabello,	6	Portsmouth and } Camden, }	11
Pernambuco,	109	Londonderry,	2		

Total, 91,992

Same time last year, 65,971

Increase, 26,021

A good market has been afforded by Mexico, for these cotton products, and she took in 1835, over one million of dollars, though the amount has fallen off very much since. The CENTRAL REPUBLIC and HONDURAS, have been regular customers. CHILI furnishes the best South American market for cotton goods. Brazil, the CISPLATINE Republic, and BUENOS AYRES, afford a continually increasing trade. PERU takes nothing: CHINA has been since 1826, a regular and large purchaser, and took in 1838, half million of dollars in value. Turkey, the Levant, and Egypt, the South Seas, the Sandwich, and Phillippine Islands. Australia and Manilla are small, but growing markets. We began to send cotton goods to the DUTCH EAST and WEST INDIES about 1826, and have sent in some years a considerable value. Holland, the Hanse Towns, and Belgium, have taken very little. The amounts sent to French West Indies, and Russia, are inconsiderable. We exported as early as 1826, \$664 cotton goods to ENGLAND, and there have been annual small shipments ever since, amount in 1837, \$11,889. The BRITISH EAST INDIES formerly supplied us with cottons, but since 1827, we have competed with their manufactures in their own market. The African market since 1826, has progressed with the settlements being made there. CUBA commenced to take in 1826. If we are not mistaken, the Americans will one day supply the world with these fabricks, and why should it not be so? The staple is on the spot, and can be used without expensive costs of shipments. In yarns of which Britain ex-

ports \$20,000,000 annually, we ought to stand unrivalled, and in fact, in all manufactures, where the raw material is a large element of cost, or more properly, where the workmanship and processes are less complicated, and expensive, and the capital required small.

The chief foreign powers with whom our own has commercial relations, will now demand a minute attention at our hands, and we shall afterwards refer generally to those occupying subordinate rank, it being the object of the sketch to furnish as complete a map of American commerce, at the present day, as is consistent with our ability and the limited space allotted to us. We begin with

1. *Great Britain and her dependancies.* It has been seen already the struggles, that were occasioned in this quarter from the grasping policy of an empire aiming at universal dominion. We have marked too a change for the better. Can it be otherwise than that these two great, enlightened and enterprising nations shall be drawn, as time progresses, into nearer and nearer alliance? Do not our great domestic staples supply the very life blood of English industry? She had as well exclude the rains and dews and sun that fertilize and render prolific her soil, as close up for any time her ports to the staples of American growth. Such an exclusion would be the tocsin sounding universal bankruptcy throughout her realms.

With the British West India possessions our trade has been subject to great vicissitudes, as we have previously remarked. We saw the measures of the mother country to arrest it previously to the revolution. Countervailing systems have been over and over resorted to. The President of the United States in 1816 declared: "the depressed state of our navigation is to be ascribed in a material degree to its exclusion from the colonial ports of the nation most extensively connected with us in commerce." In the same year the restrictions for Canada and Nova Scotia were relaxed, and our trade to them magnified threefold. The retaliatory acts of Congress, 1817, 1818, 1820 upon the navigation acts of England, resulted in so much suffering to the West India planters that they remonstrated to Parliament, and succeeded in having their ports opened to our trade. These ports were again closed in 1826, but in 1830, the United States having accepted the terms of Britain, they were opened. This last arrangement was conceived most beneficial to our commerce, but many have expressed strong doubts. It was thought a triumph of British policy by some of the leading journals there, for "British vessels, it was said, may now proceed from any port in his Majesty's dominions *direct* to the United States, there load a full cargo, either for the West Indies *direct*, or *via* the Provinces."

The *British West Indies* consist of Antigua, Barbadoes, Barbuda, Anguilla, Dominica, Grenada, the Grenadines, Montserrat, Nevis, St. Christopher, St. Lucia, St. Vincent, Tobago, Trinidad, Tartola, and Virgin Islands, Jamaica, Bahama, British Guiana, Honduras, (in Yucatan.) The whole export and import trade of these islands with the mother country, according to Porter, amounted in the aggregate to \$43,000,000 in 1839.

British North America contains a population of 1,300,000, and its imports from the mother country, in general, largely exceed its exports to her. The divisions are *New Brunswick* with a population of 160,000, and an average annual trade of £1,000,000. *Nova Scotia* population 178,000—trade £1,500,000. *Halifax*, the capital, has a harbour capable of protecting a thousand ships. *Cape Breton*, a dependency of Nova Scotia, has a population of 27,000 on the island. *Prince Edward's Island* on the St. Lawrence, contains 47,000 inhabitants. *New Foundland* is settled chiefly on the coast, contains 74,000 population. *Bermuda* has a small trade, and a well known product, arrow-root. The territories of the *Hudson Bay Company* are vast, and used chiefly for hunting grounds. The exports of all those colonies are mainly grain, lumber, and fish, and their extensive forests fit them for enterprises in ship building, which renders their possession precious to so maritime a nation as Great Britain.

The following table is compiled from the Report of the present Secretary of the Treasury.*

AMERICAN TRADE WITH BRITAIN AND DEPENDENCIES.

	Exports.	Imports.		Exports.	Imports.
	\$	\$		\$	\$
1822	30,041,337	39,537,829	1834	50,797,650	52,679,298
1823	27,571,060	34,072,578	1835	60,107,134	65,949,307
1824	28,027,845	32,759,340	1836	64,487,550	86,022,915
1825	44,217,525	42,394,812	1837	61,218,813	52,289,557
1826	28,980,019	32,212,356	1838	58,843,392	49,051,181
1827	32,870,465	33,056,374	1839	68,169,082	71,600,351
1828	27,020,209	35,591,484	1840	70,420,846	39,130,921
1829	28,071,084	27,582,082	1841	62,376,402	51,099,638
1830	31,647,881	26,804,984	1842	52,306,650	38,613,043
1831	39,901,379	47,956,717	1843	46,901,835	28,978,582
1832	37,268,556	42,406,924	1844	61,721,876	45,459,122
1833	39,881,486	43,085,865	1845	61,044,535	49,903,725

2. *France and her Dependencies.*—Before the revolution, we had little commerce with France herself. The treaty of alliance formed

* The official returns for the year 1846 for this and the following tables, cannot be obtained until the meeting of Congress in December. As soon as furnished by the Secretary, they will be published in our Review.

with her in 1778, was expected to have caused a close commercial union in all the future, between the two countries; but this was not realized on the restoration of peace, as it was bitterly complained by French writers. In 1787, our exports to France were \$ 5,000,000, and imports thence \$ 2,500,000. Her commerce with us, is second now only to that of Great Britain.

The French West Indies were long governed by the same illiberal policy, as the English. The latter was willing, that the United States should have the products of the plantations, if her own vessels could carry them, but France monopolized these productions to herself, though willing, that the islands should be supplied by America, with what she could not herself supply. During the wars of Europe, it was found absolutely necessary, to hold out a free trade with the French colonies, and this trade was offered to be guaranteed to the United States, on condition, that by a new compact, the islands were guaranteed to France. This proposal was at once declined. From 1795 to 1801, our exports to the islands averaged \$ 6,000,000, and our imports over \$ 12,000,000. This trade has dwindled away, so that from 1821 to 1833, the exports and imports together, did not average annually over \$ 1,500,000. The estimate is exclusive of Hayti, which averaged \$ 3,500,000.

The French colonies are Martinique, Guadeloupe and its dependencies, viz: part of St. Martins, Marie Galante, Desirade les Saints: French Guiana, and Cayenne in America; Senegal, St. Louis, and Goree, on the West Coast of Africa; East of the Cape of Good Hope, the Isle of Bourbon, Mahe, Pondicherry, Karikal, Yanaon, and Chandarnagore; and in North America, the islands of St. Pierre, Miquelon, and Langley, near the coast of Newfoundland.

AMERICAN TRADE WITH FRANCE AND DEPENDENCIES.

	<i>Exports.</i>	<i>Imports.</i>		<i>Exports.</i>	<i>Imports.</i>
	\$	\$		\$	\$
1822	7,075,332	7,059,342	1834	16,111,442	17,557,245
1823	9,568,924	6,605,343	1835	20,335,066	23,362,584
1824	10,552,304	9,907,412	1836	21,441,200	37,036,235
1825	11,891,326	11,835,581	1837	20,255,346	22,497,817
1826	12,106,429	9,588,896	1838	16,252,413	18,087,149
1827	13,565,356	9,448,562	1839	18,924,413	33,234,119
1828	12,098,341	10,287,505	1840	22,349,154	17,908,127
1829	12,832,304	9,616,970	1841	22,235,575	24,187,444
1830	11,806,238	8,240,885	1842	18,738,860	17,223,390
1831	9,882,679	14,737,585	1843	12,472,453	7,836,137
1832	13,244,698	12,754,615	1844	16,133,436	17,952,412
1833	14,424,533	13,962,913	1845	16,143,994	22,069,914

3. *Spain and Dependencies.*—The period of our greatest trade, from 1805 to 1815, since greatly declined. Chief exports in that direction from us, are, fish, flour, oil, rice, tobacco, &c. Imports: wines, brandies, and fruits. With the colonies, during the wars of Europe, we had a most extensive traffic, amounting at times in gross to \$20,000,000 annually. The decline, as in other West Indies, has been marked. Exports, principally provisions, lumber, oil, candles, and some foreign products; imports, sugar, coffee, segars. Since 1825, our accounts with Spanish America, have been kept separate from those with Spain.

The Spanish possessions, are the Balearic in the Mediterranean, and Canary Islands, Cuba, Porto Rico, and the Philippines, in the East Indies; but Spain has not now a foot of ground on the *Continent* of America. Of Cuba, McGreggor remarks, in 1844, the United States supplied but a very small proportion of the manufactures, consumed in the West Indies, which she has the best means of producing. Nearly all the manufactures entering there from England are in Spanish bottoms, while American manufactures are in United States vessels. Spanish vessels can go to England, take in cotton goods, and carry them to Cuba, on better terms, than American vessels can carry them direct. This can only be accounted for, on the ground, that the paper currency of the United States, carries the level of prices too high, to admit of profitable shipment, to the specie prices of Cuba. The Imports and Exports of Cuba, average about \$25,000,000 each, annually.

AMERICAN TRADE WITH SPAIN AND DEPENDENCIES.

	Exports.	Imports.		Exports.	Imports.
	\$	\$		\$	\$
1822	8,438,212	12,376,841	1834	6,296,556	13,527,464
1823	10,963,398	14,233,590	1835	7,069,279	15,617,140
1824	15,367,278	15,857,007	1836	8,081,668	19,345,690
1825	5,921,549	9,566,237	1837	7,604,002	18,927,871
1826	6,687,351	9,623,420	1838	7,684,006	15,971,394
1827	7,321,994	9,100,369	1839	7,724,429	19,276,795
1828	7,204,627	8,167,546	1840	7,617,347	14,019,647
1829	6,888,094	6,801,374	1841	7,181,409	16,316,303
1830	6,049,051	8,373,681	1842	6,323,295	12,176,588
1831	5,661,420	11,701,201	1843	3,953,694	6,980,504
1832	6,399,183	10,863,290	1844	6,751,811	13,775,451
1833	6,506,041	13,431,207	1845	7,790,442	10,590,544

4. *Portugal.*—To our trade with Portugal, the same stimulus was given during the career of Bonaparte, that was given to the trade with Spain, and principally in the periods, from 1795 to 1801, and from 1809 to 1814. Since then, the trade has greatly decreased. The colonial trade was unimportant, until the removal of the home government to Brazil.

Portugal, even before the days of king Emanuel, and of the celebrated Albuquerque, was justly celebrated, for the adventurous spirit of its navigators; its commerce was also extensive. The trade of Portugal however, has even, when Brazil formed one of her colonies, been greatly overrated; although there is no doubt, of its having greatly declined. The foreign trade is chiefly confined to Lisbon and Oporto, and consists in exports, chiefly of wine, salt, and raw produce; imports, manufactured goods, produce, corn, and flour.*

Portugal has no American possessions, and few in Asia or Africa. In the Atlantic she has the Azores, near at hand; the Island of Madeira of some importance, and the Cape de Verde Islands.

AMERICAN TRADE WITH PORTUGAL AND DEPENDENCIES.

<i>Exports.</i>		<i>Imports.</i>	<i>Exports.</i>		<i>Imports.</i>
\$		\$	\$		\$
1826	313,553	765,203	1836	191,007	672,670
1827	357,270	659,001	1837	423,705	928,291
1828	291,614	433,555	1838	232,131	725,058
1829	322,911	687,869	1839	244,354	1,182,323
1830	279,799	471,643	1840	321,256	599,894
1831	294,383	397,550	1841	349,113	574,841
1832	296,218	485,264	1842	302,964	347,684
1833	442,561	555,137	1843	168,534	71,369
1834	322,496	699,122	1844	252,170	257,015
1835	521,413	1,125,713	1845	247,180	501,734

5. *Russia.* Since the Age of the Czar Peter, 1689, the advances of this empire have been prodigious. Its population now, is at least, 70,000,000, and its acquisitions from Sweden, Poland, Turkey, Persia, and Tartary, in territory, have been immense. With the enterprise of such sovereigns as the present, Russia must soon take a high rank among the nations of the world. Her late tariff evidences the improvement.

The Empire of Russia, including the greater part of the Ancient Kingdom of Poland, and the Isles of Aland, etc., which formerly belonged to Sweden; the Ancient Kingdoms of Astrakan and Kazan conquered from the Tartars; the Crimea, Little Tartary, Bessarabia, and a portion of Moldavia, taken from the Ottoman empire; the encroachments over the regions of the Caucasus, on the possessions of the Natives, and on the dominions of Turkey, and Persia; that vast region extending East from the confines of Europe to the Pacific, and to Behrings Strait, and North from the confines of Persia and Tartary, to the Arctic Circle; also, a great, valuable and undefined extent of country along the North West coast of America; occupies altogether even a greater portion of the surface of the globe, than the vast but widely spread British Empire.

The American trade with Russia, previous to 1833, seldom exceeded

* McGreggor.

in exports \$1,000,000, except in 1810, 11 and 12, when they reached \$6,000,000; consisting of sugar, coffee, and cotton, a great portion of the last finding its way thence to England. Imports hemp, iron, duck, and cordage.

AMERICAN TRADE WITH RUSSIA.

	<i>Exports.</i>	<i>Imports.</i>		<i>Exports.</i>	<i>Imports.</i>
1836	\$ 911,013	\$2,778,554	1841	\$1,025,729	\$2,817,448
1837	1,306,732	2,816,116	1842	836,593	1,350,106
1838	1,048,289	1,898,396	1843	386,793	742,803
1839	1,239,246	2,393,894	1844	555,414	1,059,419
1840	1,169,481	2,572,427	1845	727,337	1,492,262

6. *Sweden, Norway, and Denmark.* The native products and exports of the first two embrace copper, iron, lumber, naval stores. Highly restrictive tariffs. Our average import from 1820 to 1833, about \$1,000,000, and export \$3,000,000. At the close of the eighteenth century our trade with Swedish West Indies was quite considerable, and in 1807, during a non-intercourse with other powers, large exports were made to Denmark and Norway, to be reshipped thence. The Danish West Indies enjoyed a similar privilege. From 1821 to 1841, our imports from Denmark averaged over \$1,000,000, and the exports to her about \$2,000,000, since then both imports and exports have decreased very much, the former about one half.

AMERICAN TRADE WITH SWEDEN AND DEPENDENCIES.

	<i>Exports.</i>	<i>Imports.</i>		<i>Exports.</i>	<i>Imports.</i>
1836	\$700,386	\$1,299,603	1841	\$771,210	\$1,229,641
1837	507,523	1,468,878	1842	477,965	914,176
1838	355,852	900,790	1843	67,762	278,674
1839	470,914	1,566,142	1844	295,345	445,553
1840	652,546	1,275,458	1845	363,667	640,057

7. *China.* Though ever jealous of foreigners, and indisposed to change, the progress of events, is bringing the Chinese into nearer connection with the rest of the world. When these hundreds of millions come to understand the advantage and importance of commerce, we expect an extension of the trade of the world in an inconceivable degree. Already have Great Britain and the United States exacted from her more liberal treaties of intercourse, which on a former occasion we published. Should an overland communication be ever established from the United States to China, a thing not unlikely, the trade of that vast empire necessarily falls into our hands, and what it will be, may be judged from the fact, that as early as 1830, with Britain alone, it amounted to \$41,856,253. Our trade with China began in 1784; two years after a sloop arrived there from Boston of 80 tons burthen, and with 7 men; five years after, we had more vessels at Canton than any

other nation, except Britain. Imports tea, silks, nankeens, chinaware, &c. Exports furs, ginseng, cotton goods, cotton, specie, &c.

A great part of our trade with China is carried on from foreign ports on American account. In 1800 we furnished the Chinese furs, obtained from North West America, and seal skins from the poles. The imports of tea for the year ending July 1845 and 1846 were

	1845	1846
Green tea,	13,802,099	13,355,104
Black tea,	6,950,459	3,321,790
Total lbs.	20,752,558	lbs. 16,676,894

AMERICAN TRADE WITH CHINA.

	Exports.	Imports.		Exports.	Imports.
1836	\$1,194,264	\$7,324,816	1841	\$1,260,816	\$3,985,388
1837	630,591	8,965,337	1842	1,444,397	4,934,645
1838	1,516,602	4,764,536	1843	2,418,958	4,385,566
1839	1,533,601	3,678,509	1844	1,756,941	4,931,255
1840	1,009,966	6,640,829	1845	2,275,995	7,285,914

8. *Italy and the Italian States.* Their population estimated at about 21,000,000. The following departments are included under one general head: Lombardo Venitian kingdom, including the government of Trieste, Sardinia, Tuscany, Parma, Lucca, Modena, Papal states, kingdom of Naples. The government, the disunion of the country, the religion, the people themselves, the climate, the soil, the non-division of property in some states, its subdivision in other states are, one or the other, it is said, ascribed as the causes which have effected all that of good or of evil, is presented to us in the existing aspect of Italy, and of the condition of the Italian people.

AMERICAN TRADE WITH ITALY.

	Exports.	Imports.		Exports.	Imports.
1836	\$ 664,059	\$1,970,246	1841	\$912,318	\$1,151,236
1837	623,677	1,827,181	1842	820,517	987,527
1838	459,893	944,238	1843	728,221	394,564
1839	438,152	1,182,297	1844	576,823	1,096,926
1840	1,473,185	1,157,200	1845	817,921	1,301,577

9. *Netherlands and its Dependencies.* The Netherlands or Low Countries, now known by the name of Austrian, French, and Dutch Flanders, and the Seven United Provinces, forming the Republic of Holland, were anciently known by the name of Lower Germany, or Belgium. They were reduced to a deplorable condition after the fall of the Western empire, by the ravages of the barbarians. In 1830 the revolution in Belgium separated the kingdom of Netherlands into two. That of

the Netherlands was reduced to the original Seven United Provinces, with a part of Luxemburg, and Limburg added. One of the most prominent sources of the wealth of Holland, is the persevering industry in the pursuit of gain, continued by each individual during life, and transmitted by each to his successor; and the most extraordinary frugality in the manner of living, joined to the universally governing maxim among the Dutch, that it is a disgrace not to live upon much less than ones income.*

In 1805-7, the exports of the United States to Holland, averaged over \$15,000,000, but from 1821 to 1833, the average was not above \$3,000,000, and the average of imports \$1,000,000, the former principally of cotton, rice, and tobacco, of American produce; the latter, wollen, linen, spirits, manufactured iron, steel, lead, &c. With the Dutch West Indies our commerce was greater previous to 1800, than since. We enjoyed at that period to a large extent the carriage of her East India produce.

AMERICAN TRADE WITH NETHERLANDS AND DEPENDENCIES.

	Exports.	Imports.		Exports.	Imports.
1822	\$5,801,639	\$2,708,162	1834	\$4,578,739	\$2,127,886
1823	7,767,075	2,125,587	1835	4,411,053	2,903,718
1824	3,617,389	2,355,525	1836	4,799,157	3,861,514
1825	5,895,499	2,265,378	1837	4,285,767	3,370,828
1826	4,794,070	2,174,181	1838	3,772,206	2,194,238
1827	3,826,674	1,722,070	1839	2,871,239	3,473,220
1828	3,083,359	1,990,431	1840	4,546,085	2,326,896
1829	4,622,120	1,617,334	1841	3,288,741	2,440,437
1830	4,562,437	1,356,765	1842	4,270,770	2,214,520
1831	3,096,609	1,653,031	1843	2,370,884	815,541
1832	6,035,466	2,358,474	1844	3,453,385	2,136,386
1833	3,566,361	2,347,343	1845	3,610,602	1,897,623

10. *The Zollverein.*—The German States cemented a close union with each other, on the 22nd March 1833, in the celebrated convention called the Zollverein or Customs Union, consisting of Prussia, Bavaria, Saxony, Würtemberg, Baden, and other States of the Germanic Confederation, except Austria, Hannover, Oldenburg, Mecklenburg, Holstein, and the Hanse Towns. By this Union is prevented all the inconvenience of Custom House barriers, and the expense of a multitude of revenue officers. The population of the Union in 1837 was 26,042,333, since augmented by the accession of Brunswick, Schaumburg, and Luxemburg. There is a perfect free trade between the States, and their respective commodities exchanged without duties. This, with the opportunities of interchanging ideas, and receiving intelligence, it is

* McGregor, vol. 1, p. 802

said, constitute the greatest material, moral and civilized blessings, ever enjoyed by the German people. The manufacturing industry of this confederation, bids fair to be very great, and a large demand for our cottons may be expected. The treaty attempted to be negotiated with these states a few years ago, will be remembered. Our direct trade with them is yet small; the whole amount of imports from Prussia in 1845, was \$ 31,082, and exports to her \$ 567,121.

11. *The Hanse Towns.*—Every one is familiar with the antiquity and celebrity of this league, which has from seventy cities, diminished to three—Hamburg, Bremen, and Lubeck. We export to Bremen in greater quantities than to the others; principally of Tobacco, which is distributed thence throughout Germany, Prussia, Austria, and even Italy and Russia. Hamburg is the greatest entrepot for the northern nations of Europe. The manufactures of Germany are brought there by the Canals, the Elbe and the Weser. Its East India trade is large. In 1797, '98, '99, our trade with Hamburg ranged from 15 to 23 millions a year.

AMERICAN TRADE WITH HANSE TOWNS.

	<i>Exports.</i>	<i>Imports.</i>		<i>Exports.</i>	<i>Imports</i>
	\$	\$		\$	\$
1836	4,363,882	4,994,820	1841	4,560,716	2,449,964
1837	3,754,949	5,642,221	1842	4,564,513	2,274,019
1838	3,291,645	2,847,358	1843	3,291,932	920,865
1839	2,801,067	4,849,150	1844	3,566,687	2,136,386
1840	4,198,459	2,521,493	1845	4,945,020	2,912,537

12. *Mexico.*—The continual convulsions of this country have, of course, prevented the growth of any considerable trade. The imports into the republic in 1841 were \$ 12,300,000, of which the United States supplied but 800,000. The exports were about \$ 20,000,000, of which \$ 18,500,000 was in specie. The chief ports are Vera Cruz, Tampico, and Matamoros. To the northern Province of Santa Fé our trade was in rapid progress, and the amount of merchadize, sent there in 1843, about half a million dollars. But this is a mere item, compared with the immense amounts, which that country requires. Should the present war result in a permanent acquisition of territory beyond the Nueces, and a liberal treaty of reciprocity between the two governments, it is almost impossible to conceive the extension which will be given to our trade in that quarter. The divisions of the Republic are Yucatan, Tobasco, Chiapa, Oaxaca, Vera Cruz, Puebla, Tlascala, Mexico, Queretaro, Guanaxuato, Michoacan, Colima, Jalisco or Xalisco, Zacatecas, San Louis Potosi, Durango, New Leon, Tamaulipas, Cohahuila, Chihuahua, New Mexico or Santa Fé, Occidente.

Trade with Mexico, Hayti and South America. 399

AMERICAN TRADE WITH MEXICO.

	Exports.	Imports.		Exports.	Imports.
	\$	\$		\$	\$
1826	6,281,050	3,916,198	1836	6,041,635	5,615,819
1827	4,173,257	5,231,867	1837	3,880,323	5,654,002
1828	2,886,484	4,814,258	1838	2,164,097	3,500,709
1829	2,331,151	5,026,761	1839	2,787,362	3,127,153
1830	4,837,458	5,235,241	1840	2,515,341	4,175,001
1831	6,178,218	5,166,745	1841	2,036,620	3,284,957
1832	3,467,541	4,293,954	1842	1,534,233	1,995,696
1833	5,408,091	5,452,818	1843	1,471,937	2,782,406
1834	5,265,053	8,066,068	1844	1,794,833	2,387,002
1835	9,029,221	9,490,446	1845	1,152,331	1,702,936

13. *Hayti*.—Since the independence of the island, its trade has sunk almost to nothing, as we may judge from the fact, that in 1791 it exported double the quantity of Coffee, exported in 1822, and about three hundred times the quantity of sugar !

AMERICAN TRADE WITH HAYTI.

	Exports.	Imports.		Exports.	Imports.
	\$	\$		\$	\$
1836	1,240,039	1,828,019	1841	1,155,557	1,809,684
1837	1,011,981	1,440,856	1842	899,966	1,266,997
1838	910,255	1,275,762	1843	653,370	898,447
1839	1,122,559	1,377,989	1844	1,128,356	1,441,244
1840	1,027,214	1,252,824	1845	1,405,740	1,386,367

14. *South America*.—The seats of our most considerable trade in this direction, are Venezuela, New Granada, and Escuada, Central America, Brazil, Argentine and Cisplatine Republics, and Chili.

TRADE WITH SOUTH AMERICA.

	Exports.	Imports.		Exports.	Imports.
	\$	\$		\$	\$
1836	5,436,559	10,967,144	1841	6,461,281	11,834,412
1837	4,742,652	8,902,798	1842	5,761,808	11,034,946
1838	5,292,231	6,933,735	1843	4,197,406	7,159,635
1839	5,864,428	9,896,203	1844	5,696,292	11,014,842
1840	5,891,478	9,093,688	1845	5,918,039	10,485,025

These tables will furnish abundant food to the reader for reflection. Our space will not allow a full analysis of them, at present. It is sufficient to observe generally, that they exhibit a steadily progressive trade with Britain and France, in which the exports to the former are always greatest, and the imports from the latter. For Portugal and Spain we discover the imports to be in general double the exports. Russia and Sweden exhibit the same results, the former falling of in exports from

us, and the latter in imports to us. The imports from China range from two to five times the value of exports. Italy takes from us but half the amount we import from her. The exports to Netherlands and Hanse Towns always exceed the imports thence, sometimes twofold. The imports from Mexico and exports to her, have greatly declined, the former always greatest. The imports from South America and Hayti exceed the exports; in the former case by one half.

The Austrian Lloyd's List, in an article founded upon official documents, sums up the foreign commerce of Europe. We have taken 10,000 as a unit, and the proportionate parts of which will represent the commerce of each State.

COMMERCE OF EUROPE.

Places not enumerated,	55	Sweden and Norway	110	Russia,	300
Spain,	60	Two Sicilies,	120	Hamburg,	390
Portugal,	70	Austria,	140	Holland,	500
Bremen,	90	Prussia,	150	France,	1,300
Denmark,	100	Belgium,	200	Great Britain,	6,100
Tuscany,	105	Sardinia,	210		10,000

It will thus appear that the trade of England is about twice as great nearly as that of all the rest of Europe together. The whole European mercantile marine, without including the coasting trade, comprehends 260,000 vessels, measuring in all 33,493,000 tons. The total amount of merchandize carried in them \$2,387,153 000.

The following tables founded upon the reports of the Treasury Department and other authentic data, have been prepared with great pains and labour. They will exhibit in one view the entire commerce of our country, from the Revolution until the present day. Previous to 1790, it should be remarked, there was no establishment for obtaining accurately the whole exports and imports of the country; and previously to 1821, the particulars of our trade were scarcely at all given.* During the revolution we had no trade; nor any with any other nation, than Britain, of much consequence, from the close of the war until 1789.

TRADE UNITED STATES WITH ENGLAND.

	Imports.	Exports.		Imports.	Exports.
1784	£ 749,345	£ 3,679,467	1787	£ 893,637	£ 2,009,111
1785	893,594	2,308,023	1788	1,023,789	1,886,142
1786	843,119	1,603,465	1789	" 1,050,198	2,525,298

* We should have been pleased to have introduced, upon our commercial treaties with foreign powers, some observations, but the present article is already too extended. Indeed we have not been able to obtain the work of Mr. Smith, thus alluded to in McGregor's *Legislation*, &c. "In compliance with a resolution of Congress, passed 3d March, 1831, a digest of the existing commercial regulations of foreign countries with which the United States have intercourse, was ordered to be published. The execution of this arduous work was entrusted to a very competent publicist, Mr. John Spear Smith, and the first volume published in 1833, and the whole as far as information could then be collected in four volumes, in 1836."

IMPORTS AND EXPORTS UNITED STATES FROM 1790 TO 1846.

	Imports.		Exports.		
	Total value Imports.	Retained for Consumption.	Domestic.	Foreign.	Total.
	\$	\$	\$	\$	\$
1790	23,000,000	22,460,844	19,666,000	539,156	20,205,156
1791	29,200,000	28,687,959	18,500,000	512,041	19,012,041
1792	31,500,000	29,746,902	19,000,000	1,753,098	20,753,098
1793	31,100,000	28,990,428	24,000,000	2,109,572	26,109,572
1794	34,600,000	28,073,767	26,500,000	6,526,233	33,026,233
1795	69,756,268	61,266,796	39,500,000	8,489,472	47,989,472
1796	81,436,164	55,136,164	40,764,097	26,300,000	67,064,097
1797	75,379,406	48,379,406	29,850,026	27,000,000	56,850,206
1798	68,551,700	35,551,700	28,527,097	33,000,000	61,527,097
1799	79,069,148	33,546,148	33,142,522	45,523,000	78,665,522
1800	91,252,768	52,121,891	31,840,903	39,130,877	70,971,780
1801	111,363,511	64,720,790	47,473,204	46,642,721	94,115,925
1802	76,333,333	40,558,362	36,708,189	35,774,971	72,483,160
1803	64,666,666	51,072,594	42,205,961	13,594,072	55,800,033
1804	85,000,000	48,768,403	41,467,477	36,231,597	77,699,074
1805	120,600,000	67,420,981	42,387,002	53,179,019	95,566,021
1806	129,410,000	69,126,764	41,253,727	60,283,236	101,536,963
1807	138,500,000	78,856,442	48,699,592	59,543,558	108,343,150
1808	56,990,000	43,992,586	9,433,546	12,997,414	22,430,960
1809	59,400,000	38,602,469	31,405,700	20,797,531	52,203,231
1810	85,400,000	61,008,705	42,366,679	24,391,295	66,757,974
1811	53,400,000	37,377,210	45,294,041	16,022,790	61,316,831
1812	77,030,000	68,534,873	30,032,109	8,495,127	38,527,236
1813	22,005,000	19,157,155	25,008,152	2,847,845	27,855,997
1814	12,965,000	12,819,831	6,782,272	145,169	6,927,441
1815	113,041,274	106,457,924	45,974,403	6,583,350	52,557,753
1816	147,103,000	129,964,444	64,781,896	17,138,556	81,920,452
1817	99,250,000	79,891,931	68,313,500	19,358,069	87,671,569
1818	121,750,000	102,323,304	73,854,437	19,426,696	93,281,133
1819	87,125,000	67,959,317	50,976,838	19,165,683	70,142,521
1820	74,450,000	56,441,971	51,683,640	18,008,029	69,691,679
1821	62,585,724	41,283,236	43,671,894	21,302,488	64,974,382
1822	83,241,511	60,955,309	49,874,185	22,286,202	72,160,387
1823	77,579,267	50,035,645	47,155,408	27,653,622	74,699,030
1824	80,549,007	55,211,850	50,649,500	25,337,157	75,986,657
1825	96,340,075	63,749,432	66,944,745	32,590,643	99,535,388
1826	84,974,477	60,434,865	53,055,710	24,539,612	77,595,322
1827	79,484,068	56,084,932	58,921,691	23,403,136	82,324,827
1828	88,509,824	66,914,807	50,669,669	21,595,017	72,264,686
1829	74,492,527	57,834,049	55,700,193	16,658,478	72,358,671
1830	70,876,920	56,489,441	59,462,029	14,387,479	73,849,508
1831	103,191,124	83,157,598	61,277,057	20,033,526	81,310,583
1832	101,029,266	76,989,793	63,137,470	24,039,473	87,176,943
1833	108,118,311	88,295,576	70,317,698	19,822,735	90,140,433
1834	126,521,332	103,208,521	81,034,162	23,312,811	104,336,973
1835	149,895,742	129,391,247	101,189,082	20,504,495	121,693,577
1836	189,980,035	168,233,675	106,916,680	21,746,360	128,663,040
1837	140,989,217	119,134,255	95,564,414	21,854,962	117,419,376
1838	113,717,404	101,264,804	96,033,821	12,452,795	108,486,616
1839	162,092,132	144,597,607	103,533,891	17,494,525	121,028,416
1840	107,141,519	88,951,207	113,895,634	18,190,312	132,085,946
1841	127,946,177	112,447,096	106,382,722	15,469,081	121,851,803
1842	100,162,087	88,440,549	92,960,996	11,721,536	104,691,534
1843	64,753,799	58,201,092	77,793,783	6,552,697	84,346,486
1844	108,435,035	96,950,168	99,715,179	11,484,867	111,200,040
1845	117,254,564	101,907,734	99,299,776	15,346,830	114,646,606

Exports and Imports Principal States.

EXPORTS.

Y's	Mass'sts.	N York	Penn'a'ia	Mary'nd	Virginia	S. Car'na	Georgia	Alabama	Louis'na
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1791	2,519,651	2,505,465	3,436,093	2,239,691	3,130,865	2,693,268	491,250		
1792	2,888,104	2,545,790	3,830,662	2,623,808	3,532,825	2,428,250	459,106		
1793	3,735,347	2,932,370	6,958,836	3,665,056	2,987,008	3,191,867	520,955		
1794	5,292,441	5,142,183	6,643,062	5,686,191	3,321,636	3,867,908	263,832		
1795	7,117,907	10,304,581	11,518,260	5,811,380	3,490,041	5,998,492	695,986		
1796	9,949,345	12,208,627	17,513,866	9,201,315	5,268,665	7,620,049	950,158		
1797	7,502,047	13,308,064	11,446,291	9,811,799	4,908,713	6,505,118	644,307		
1798	8,633,252	14,300,892	8,915,463	12,746,190	6,113,451	6,994,179	961,848		
1799	11,421,591	18,719,527	12,431,367	16,209,609	6,292,986	8,729,015	1,396,759		
1800	11,326,876	14,045,079	11,949,679	12,264,331	4,430,689	10,663,510	2,174,268		
1801	14,870,556	19,851,136	17,438,193	12,767,530	5,665,574	14,394,045	1,753,939		
1802	13,492,632	13,792,276	12,677,475	7,914,225	3,978,363	10,639,365	1,854,951		
1803	8,708,566	10,818,387	7,525,710	5,078,062	6,100,708	7,811,108	2,370,875		
1804	16,894,378	16,081,281	11,030,157	9,151,939	5,790,061	7,451,616	2,677,572		1,600,362
1805	19,435,657	23,482,943	13,762,252	10,839,480	5,606,620	9,066,625	2,394,486		3,371,545
1806	21,199,243	21,762,845	17,574,702	14,589,905	5,055,396	9,743,782	82,764		3,887,323
1807	20,112,125	26,357,963	16,864,744	14,298,984	4,761,234	10,912,564	3,744,845		4,329,555
1808	5,128,322	5,606,058	4,013,330	2,721,106	526,473	1,664,445	24,626		1,261,101
1809	12,142,293	12,581,562	9,049,241	6,627,326	2,894,125	3,247,341	1,082,102		541,924
1810	13,613,048	17,212,330	10,593,398	6,489,018	4,822,611	5,290,614	2,248,686		2,650,050
1811	11,235,465	12,266,215	5,660,117	6,833,987	4,822,307	4,861,279	2,568,866		1,060,471
1812	6,583,338	8,961,922	5,973,750	5,885,979	3,011,112	2,036,195	1,066,703		1,045,153
1813	1,807,923	8,185,494	3,577,117	3,787,865	1,819,722	2,968,484	1,094,596		387,191
1814	1,133,789	2,919,670		246,434	17,581	737,899	2,183,121		5,102,610
1815	5,280,043	10,675,373	4,593,919	5,036,601	6,676,976	6,675,129	4,172,319		5,602,948
1816	10,136,439	15,691,031	7,196,246	7,339,767	8,212,860	10,849,409	7,511,929		9,024,812
1817	11,927,997	18,707,433	8,735,592	8,933,930	5,621,422	10,372,613	8,790,714		12,924,309
1818	11,998,156	17,872,251	8,759,402	7,570,734	7,016,246	11,440,962	11,132,096	96,857	50,906
1819	11,399,913	13,587,378	6,293,788	5,926,216	4,392,391	8,250,790	6,310,434	50,906	9,708,753
1820	11,008,922	13,163,244	5,743,549	6,609,364	4,557,957	8,882,940	6,594,623	96,636	7,596,157
1821	12,484,691	13,162,917	7,391,707	3,850,394	3,079,209	7,200,511	6,014,310	108,969	2,272,172
1822	12,598,525	17,100,482	9,047,802	4,538,796	3,217,389	7,269,529	5,484,876	209,748	7,978,645
1823	13,683,239	19,038,990	9,617,192	5,030,228	4,606,788	6,898,814	4,293,666	200,387	7,779,072
1824	10,434,228	22,807,134	9,564,803	4,663,233	3,277,564	8,034,082	4,623,982	460,727	7,928,820
1825	11,432,987	35,259,091	1,269,981	4,501,304	4,129,520	11,056,742	4,222,933	692,635	12,582
1826	10,698,862	21,947,791	8,331,722	4,010,748	4,596,732	7,554,036	4,368,504	1,527,112	10,984,389
1827	10,124,383	22,834,137	7,575,834	4,516,406	4,617,938	8,322,561	4,261,555	1,376,363	11,728,997
1828	9,257,789	22,777,649	6,051,480	4,334,422	3,340,185	6,550,712	3,104,425	1,192,559	11,947,400
1829	8,251,937	20,119,011	4,089,935	4,804,465	3,787,431	8,175,586	4,981,376	1,693,958	12,386,060
1830	7,213,194	19,697,983	4,291,793	3,791,482	4,791,644	7,627,031	5,336,626	2,294,594	15,468,692
1831	7,733,763	25,535,144	5,513,713	4,308,647	4,150,475	6,575,291	3,959,213	2,413,894	16,761,989
1832	11,993,763	26,090,945	3,516,066	4,499,918	4,510,650	7,752,731	5,515,883	2,736,387	16,530,930
1833	9,683,122	25,395,117	4,078,951	4,062,467	4,467,587	8,434,325	6,270,400	4,527,261	18,941,373
1834	10,148,820	25,512,914	3,989,746	4,168,245	5,483,098	11,207,778	7,567,327	5,670,797	26,557,524
1835	10,043,790	30,345,964	7,739,275	3,925,234	6,064,063	11,338,016	8,890,674	7,574,692	26,270,823
1836	10,334,316	28,020,438	3,971,555	3,675,234	6,182,040	13,684,376	10,722,290	11,184,166	37,179,828
1837	9,728,190	27,338,419	3,841,599	3,789,917	7,702,714	11,220,161	8,935,041	9,671,401	35,328,697
1838	9,104,862	23,006,474	4,747,151	4,524,575	3,986,228	11,042,070	8,803,839	9,688,244	31,502,248
1839	9,276,085	33,268,009	5,255,415	4,756,561	5,187,196	10,385,426	5,970,443	10,338,159	33,181,167
1840	10,186,251	34,264,080	6,820,145	5,768,768	4,778,320	10,036,769	6,862,956	12,854,690	34,236,936
1841	11,487,343	33,139,833	5,152,501	4,947,166	5,630,286	8,043,299	3,696,513	10,981,271	34,387,485
1842	9,807,116	27,576,778	3,776,727	4,904,766	7,750,386	7,525,723	4,300,257	9,965,675	28,404,149
1843	4,439,681	13,443,234	2,071,945	2,820,214	1,954,510	7,754,152	4,522,401	11,157,460	26,653,927
1844	9,096,286	32,861,540	3,535,256	5,133,169	2,942,279	7,433,152	4,283,805	9,907,654	30,498,307
1845	10,351,030	36,175,298	3,574,363	5,221,977	2,104,581	8,890,648	4,557,435	10,338,228	27,157,495

IMPORTS.

Y's	Mass'sts.	N York	Penn'a'ia	Mary'nd	Virginia	S. Car'na	Georgia	Alabama	Louis'na
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1821	14,826,732	23,629,246	8,158,922	4,070,842	1,078,400	3,007,113	1,062,684		3,379,717
1822	18,337,320	35,445,628	11,874,170	4,792,486	864,162	2,283,586	989,591	36,421	3,817,238
1823	17,607,160	29,421,349	13,696,770	4,946,179	681,810	2,419,101	670,705	125,770	4,283,125
1824	15,378,758	36,113,723	11,865,531	4,551,442	639,767	2,166,185	551,888	91,604	4,328,769
1825	15,848,141	49,639,174	15,041,797	4,751,815	553,562	1,892,297	343,356	113,411	4,290,034
1826	17,063,482	38,115,630	13,551,779	4,928,569	635,483	1,534,483	330,993	179,554	4,167,521
1827	13,379,564	38,719,644	11,212,935	4,405,708	431,765	1,434,116	312,609	201,909	4,537,465
1828	15,070,444	41,927,792	12,884,406	5,629,694	375,238	1,242,048	398,669	171,909	6,217,881
1829	12,520,744	34,743,307	10,100,152	4,804,135	395,352	1,139,618	380,293	233,720	6,857,269
1830	10,453,544	35,624,070	8,702,122	4,323,866	405,730	1,054,619	282,346	144,823	7,599,083
1831	14,260,556	57,077,417	12,124,083	4,826,577	488,522	1,238,163	399,940	224,435	9,766,693
1832	18,118,900	53,214,409	10,678,358	4,929,303	553,639	1,213,725	253,417	197,787	8,871,653
1833	19,940,911	55,918,449	10,451,250	5,437,057	690,391	1,517,705	318,996	265,918	9,590,565
1834	17,672,129	73,188,594	10,479,268	4,647,483	817,325	1,757,367	546,802	395,361	13,781,809
1835	19,890,373	88,191,305	12,389,937	5,647,153	691,255	1,891,895	293,049	525,955	17,519,814
1836	25,681,462	118,953,416	15,068,233	7,131,667	1,106,814	2,801,361	573,222	561,618	15,117,649
1837	19,975,667	79,301,722	11,680,111	7,857,033	813,823	2,510,890	774,349	609,385	14,020,012
1838	13,300,925	68,453,206	9,360,371	5,701,809	577,142	2,318,791	776,068	524,548	9,476,808
1839	19,385,223	99,889,438	15,050,715	6,095,285	913,462	3,786,077	413,987	895,201	12,064,942
1840	16,513,858	60,440,750	8,469,892	4,910,746	545,057	2,058,870	491,428	574,651	10,673,090
1841	20,318,003	75,713,426	10,346,698	6,101,313	377,237	1,537,431	449,067	530,819	10,256,350
1842	17,986,433	55,875,004	7,383,858	4,417,078	316,705	1,359,465	341,764	363,871	8,033,590
1843	16,789,432	31,356,540	2,760,630	2,479,132	187,062	1,294,769	207,432	360,655	8,170,015
1844	20,296,087	65,079,510	7,217,267	3,917,750	267,654	1,131,515	305,634	442,818	7,826,789
1845	22,781,034	70,909,025	8,159,227	3,741,804	230,470	1,143,152	206,301	473,491	9,354,397

EXPORTS AND IMPORTS OF THE OTHER STATES.

		Average Export \$	Average Import \$		Average Export \$	Average Import \$
Maine	1820-1839	647,672	995,231	1839-1846	1,023,930	685,148
N. Hampshire	"	140,174	212,527	"	27,935	51,806
Vermont	"	441,127	211,568	"	347,477	213,131
Connecticut	"	498,728	452,370	"	615,635	325,881
R. Island	"	609,820	839,857	"	255,126	321,343
N. Jersey	"	33,951	159,676	"	33,778	6,334
Delaware	"	51,117	49,846	"	71,913	3,228
Dist. Columbia	"	816,310	229,489	"	554,732	34,325
N. Carolina	"	493,270	259,595	"	342,510	207,159
Ohio	1831-1839	114,213	9,299	"	537,969	24,293
Michigan	1830-1839	43,311	94,427	"	208,343	110,358

These tables have been drawn up by us with great care and labour. The reader will for himself deduce those conclusions, which a want of space prevents us from introducing into the article. The imports of Florida, previously to 1839, for several years, averaged near \$ 200,000, and the exports \$ 100,000; the amounts in 1846 were \$ 107,863 and \$ 1,514,745; Missouri is first named as an importer in 1833, Mississippi in 1836, having exported from the early part of the century; the first imported 1845 \$ 54,429, the second \$ 738; Kentucky and Tennessee imported in 1845 \$ 17,469 and \$ 6,929, the export in the one having been in 1802 \$ 626,000, and the other \$ 443,000. Indiana exported in 1804 \$ 17,320.

EXPORTS AMERICAN AND FOREIGN PRODUCTS YEAR ENDING 1 July, 1845.

AMERICAN.		Pork, Bacon, Lard, &c.,	
<i>The Sea.</i>		Rice,	2,160,456
Cod Fisheries, \$	803,353	Beef, Tallow, &c., .	1,926,809
Herring, Mackerel, &c.,	208,654	Butter and Cheese, .	878,865
Whale &c. Oil,	1,520,363	Horses and Mules, .	385,488
Sperm Oil,	975,195	Sheep,	23,948
Whalebone,	762,642	Wheat,	336,779
Sperm Candles,	236,917	Corn and Meal, . . .	1,053,293
<i>The Forest.</i>		Rye, Meal, Oats, &c.,	290,861
Skins and Furs,	1,248,355	Biscuit,	366,294
Ginseng,	177,146	Potatoes,	122,926
Staves, Lumber, &c.,	2,351,419	Apples,	81,306
Bark and other Dye, . .	70,616	Flaxseed and Hops, .	172,319
Manufactured Wood,	677,420	Brown Sugar,	11,107
Naval Stores, &c., . .	814,969	Indigo,	70
Ashes,	1,210,496	<i>Manufactures.</i>	
<i>Agriculture.</i>		Cotton Goods,	4,327,928
Cotton,	51,739,643	Soap and Candles, . .	623,946
Tobacco,	7,469,819	Leather, Shoes, &c., .	328,091
Flour,	5,338,593	Furniture,	277,488

[Table continued.]

Coaches, &c.,	55,821	Vinegar,	14,375
Hats,	70,597	Glass,	98,760
Saddlery,	20,847	Earthenware, . . .	7,393
Wax,	234,794	Tin,	10,114
Spirits,	291,226	Pewter and Lead, . .	14,404
Malt Liquor,	69,582	Stone,	17,626
Linseed Oil, &c., . . .	92,614	Gold and Silver, . . .	3,229
Snuff and Tobacco, . .	538,498	Jewelry, &c.,	10,435
Cordage,	55,016	Trunks,	3,336
Iron, Castings, Nails, } &c., }	845,017	Brick and Lime, . . .	8,701
Sugar Refined,	164,662	Salt,	45,151
Chocolate,	1,461	Lead,	342,646
Gunpowder,	122,599	Coins,	844,446
Copper and Brass, . . .	94,736	Molasses,	20,771
Drugs,	212,837	All other articles, . .	2,584,916
Flax and Hemp,	14,762	<i>Total.</i>	
Clothes,	59,653	Agriculture,	75,409,860
Combs and Buttons, . .	23,794	Manufactures,	12,832,371
Brushes,	2,206	The Forest,	6,550,421
Billiard Boards,	1,551	The Sea,	4,507,124
Umbrellas,	2,583	<i>Total,</i>	\$99,299,776
Skins,	16,363	<i>FOREIGN PRODUCTS.</i>	
Fire Engines,	12,660	Having paid Specific } Duties, }	3,064,439
Printing Material, . . .	26,774	Having paid <i>Ad Valorem</i> , .	2,107,292
Musical Material, . . .	18,309	Free,	10,175,099
Books and Maps,	43,298	<i>Total,</i>	\$15,346,830
Paper and Stationery, . .	106,190		
Paints and Varnish, . . .	50,165		

Whole export of the year \$114,646,606, of which the value of \$4,782,464 only was in imported articles dutied and entitled to drawback.

IMPORTS UNITED STATES YEAR ENDING JULY, 1845.

<i>Free of Duty.</i>	<i>Ad valorem Duty.</i>	<i>Specific Duty,</i>
Gold and Silver Bullion, 107,378	Cotton Manufactures, 13,853,982	Silks, 8,921,780
" " Specie, 3,962,864	Woollen " 10,057,875	Sugar, 4,780,555
Ten, 5,730,514	Iron and Steel " 4,291,077	Molasses, 3,154,782
Coffee, 6,221,371	Silk and Worsted " 1,510,310	Iron Manufactures, . 4,858,962
Copper in Plates and } Sheets, }	Other Silks, 1,027,541	Wines and Spirits, . 2,757,904
736,136	Lace, Thread and } Cotton, }	Segars, 1,160,644
Copper in Pigs, Bars, } &c., }	Flax, Linen, &c., 4,298,224	All other articles, . . 9,280,235
1,925,301	Earthen and Stone } Ware, }	<i>Total,</i> 34,914,862
Dyewood, 603,408	2,187,259	<i>Total ad val.,</i> . . . 60,191,862
All other articles, . . 3,558,168	All other articles, 21,843,297	<i>Total free,</i> 22,147,840
		<i>Grand total,</i> . . . \$117,254,564

The United States have enacted since the establishment of the Government, thirty one tariffs of duties, general or special in their nature.

The first tariff was that of July 1789, the *ad valorem*s of which were 5, 7½, 10, 12½ and 15 per cent., and a discrimination of 10 per cent. on

the gross amount of duty, was made in favour of American shipping. The tariff of 1790 was intended as further provision for the payment of our debts; that of 1792 for raising means to defend the frontier, &c.; that of 1794 for adding additional duties; and the *ad valorems*, in some instances, raised to 20 per cent. The tariffs of 1795, 1797, 1800, were of a similar nature to the last. The tariff of 1804 was to protect our seamen and commerce against the Barbary powers, and to impose more specific duties; that of 1812, continued in act February 1816, imposed an additional duty of 100 per cent. upon the *permanent* duties imposed by law; and that of 1813, taxes salt.

The tariff of 1816 was levied for revenue purposes, its average duties being higher upon other than the articles now called protected; and it was so arranged as to favour as much as possible the manufacturing establishments grown up during the war and threatened with annihilation at its close. The highest *ad valorems* of this tariff are 30 per cent. and the system of *minimums*, as they are called, was introduced upon certain cotton cloths, raising their value by a *fiction* greatly above the true. These *minimums* until 1846 have been preserved.

The tariff of 1824 was a high tariff and intended for the protection of home manufactures. It raised the *ad valorems*, in many instances, to 50 per cent., and extended the *minimums*.

The tariff of 1828 was also general, and it advanced the scale of duties upon most articles much higher than any previous tariff; discriminating widely for protection at the same time. The acts of 1830 reduced the duty on coffee, tea, cocoa, molasses and salt.

The tariff of 1832. The country's debts having been paid, the President suggested to Congress the propriety of reducing the duties. This was done, but the principle of protection preserved. Coffee and teas were for the first time made *free*, and the *ad valorems* now reduced.

The tariff of 1833 or what has been known as the compromise. It was introduced by Mr. Clay in a spirit of conciliation and of true patriotism, to allay the excitement and discontent occasioned in certain sections of the Union. The *protective* character was in effect surrendered, and a gradual reduction of duties towards 20 per cent. substituted in its stead. The system to have effect for ten years.

The tariff of 1842 was destined to a short existence, unless we suppose the late election returns from several powerful States, evidence a disposition in the country to repeal the tariff, substituted for it, at the last session of Congress. This would not seem an improbable inference, though it is not our province upon such an occasion to pronounce any opinion. We have already published the two tariffs in our past numbers, to which the reader can refer for himself.

The Secretary of the Treasury in his last report estimated the working of the different tariffs adopted previously to 1846, as follows :

Average <i>per cent.</i> on dutiable imports from 1821 to 1829,					36.3	
"	"	"	"	"	1829 " 1833,	41.9
"	"	"	"	"	1833 " 1843,	31.2
"	"	"	"	"	1843 " 1844,	30.4

Average last year of compromise 23.9. First year after, 35.1 per cent.

In connection with these statistics and tariffs, the following judicious reflections may be inserted, which were made last year by the *Journal of Commerce* :

"It might have been expected that the effect of the different tariffs which have been enacted from time to time, would be distinctly visible in a table like this; but such is not the fact. There are so many other causes which affect the amount of imports and exports, such as good crops at home, short crops abroad,—the state of the currency, and the general prosperity or prostration of business,—that the effects of the tariff are not, in all cases, visible on an inspection of the returns. For instance, in the commercial year 1842, when (with the exception of one month) the lowest duties were in force that have existed for 20 years, the amount and proportion of imports and exports was very nearly the same as in 1844, under the tariff which has since gone into operation. Again, it appears that the excess of imports over exports, instead of diminishing with each successive augmentation of duties, as would naturally have been expected, has generally INCREASED; having been greater under the tariff of 1824 than under that of 1816; greater still under that of 1828, and greatest of all under that of 1832, prior to any considerable reduction under the Compromise Act. For it must be remembered that only *two-tenths of the excess above 20 per cent.* had been taken off, under that Act, prior to the 1st January, 1838. It may therefore be stated as a general remark, that the greatest excess of imports over exports, has occurred under the highest duties. We say, as a general remark, for since the present tariff went into operation, the exports have exceeded the imports. So also they did in 1842, and in 1840, under comparatively low duties. In the last mentioned year the excess amounted to \$25,000,000."

In making a review of all the tables, which have been given, the fact is forced upon us, that the South, though furnishing the great aggregate of the exports of the country, has declined in the relative importance of its foreign commerce. This has been accounted for in different ways. That we are a people without enterprise, is in a measure true, though there is no natural reason this should be the case. Almost all the great maritime and commercial people of ancient and modern

times have been Southernors ; and many, under suns more burning than ours. This has been eloquently shown by Col. James Gadsden in a former number of the Review :

"It was the spirit of enterprise of these South-eastern and luxurious people, (the Tyrians, &c.) which reared to greatness and power, and wealth, the Assyrian, the Egyptian, the Median, Persian, and Arabic empires ; extended over Greece, and Italy, past the pillars of Hercules, and explored more distant regions. It was Phœnicia, which planted her Carthage on the burning sands of Africa, and which by her commercial power and greatness excited the envy and terror of Rome—a proud military people holding trade in contempt, but who had sufficient instinct to perceive in the wealth and energy of that Southern city a rival that would overwhelm her, if not controlled, and subjected. *Delenda est Carthago*, was the decree which went forth from her oracle. It was notwithstanding, the commercial resources, the nerve and sinew of Carthage, which under the lead of a Hannibal, passed the Mediterranean sea—overrun Spain, scaled the Alps, and descended with the rapidity of her mountain torrents on the sunny plains of Italy, and threatened the mistress of the world under her very walls. It was commercial enterprise in the South that reared up Venice, amid very waters of the Adriatic, and made the silks of Persia, and the spices of India, tributary to her luxurious grandeur. Alexandria too, midway between the Indian and Mediterranean seas, though now traced only in its ruins in the sands of the desert, once held its high place among the great commercial marts of the world. Its decline is to be ascribed to the discovery of the passage around the Cape of Good Hope. To adventurous Southern spirits, to Portuguese navigators, in the world indebted for that new avenue to the Eastern ocean, and the China seas. Genoa should not be overlooked, or omitted in the enumeration of Ancient Southern cities, reared by Southern enterprise."

The question then prevents itself, will the South be content with its present position ? If a great centralization of capital at the North be the secret of its vast commerce, have not we to balance against it many other advantages. We are as near to Europe, nearer to the West Indies, to South America, to Mexico, and other important trading points. Thousands of shipping leave our ports, with rich products, annually, and they must return directly to us, in mere ballast, or take a circuitous course back by the way of New York or Boston. If there are any wares or merchandizes to return, for our own consumption, from the cotton, tobacco, rice, sugar, or grain, sent by us to Europe, how natural and proper is it, that these wares and merchandizes should return *directly* here, without being saddled with the profits of intermediate hands. That the South should be DEPENDENT upon the North for its imports, is inexplicable upon any sound principle of political economy, and evidences a state of things humiliating in the extreme. We do not want *capital*, but most sadly want *enterprise*, which God we implore will give to our children, should it so happen, that we are irreclaimable, or past all hope.

Something might fain be hoped, from the change, which has come of

late, in appearance, over the spirit of the dream of Charleston; we had rather said of its sound sleep. The men of that city are in motion again—but then all this has been of so frequent representation before, that every shifting of the scene boards discloses some well remembered combination or results. The parts have not been badly done, nor has the attendance been wanting, but the pageant has passed on like its predecessor pageant, imposing and meaningless. Sensible of the wrongs it has inflicted on its own head, this CITY OF OTHER DAYS, exhibits the occasional spasms of a disturbed conscience. With inward groanings it rouses itself, as it were, for a giant struggle, and for the sure triumph, which such a struggle must of necessity secure—but then as the arm is uplifted, the palsy descends upon it, the nerve departs, the blow stays, and the hour of high and noble resolve has passed:

“Man’s but to rush against Othello’s breast,
And he retires.”

We could have hoped something for New Orleans, our more than Tyre—great because of God’s will, and not of man’s counsels and discretion—when revolving in memory, what its chamber of commerce said only last year, on urging with all their hearts apparently in their mouths, upon Congress the establishment of a warehousing system.

“The want of this system has already driven away from New Orleans, nearly the whole of the Mexican trade, as the merchants of that country, can no longer procure those large and varied assortments of foreign manufactures, which were always to be obtained in this city. And this lucrative branch of commerce has been transferred to Havana, where a liberal warehouse system exists. Whilst New Orleans retained this trade, from four to five millions of specie were annually received here from Mexico, though the amount now received is not a tenth part of that sum. Other parts of the Union have also suffered from the same cause, and it also operates injuriously, as regards the products and manufactures of the country, as these foreign purchasers always bought largely of them, when making up their stock.”*

* We might have remarked at length upon the operation of our system of cash duties, drawback, &c., and the desideratum of a comprehensive WAREHOUSING SYSTEM. Our tables generally will show the comparatively small re-export business, done in this country, to what might be done under more favorable auspices, and to what has already been done. Perhaps we have not dwelt sufficiently upon this, but it is now too late. We will leave the reader, however, with one reflection. Mr. Webster stated in his Faneuil Hall speech, in 1820, “that the average value of foreign merchandise re-exported from the United States, from 1795 to 1817, amounted to 42-100 of our whole exportations. In some years the exportation of foreign had exceeded that of domestic produce.” From 1822 to 1845, the re-exports have never exceeded one third of the whole exports, they have been more often a fourth, or a fifth of their value, and in 1843, they were *one twelfth*!

But when we consider that this very chamber of commerce, consisting certainly of as good men as we have among us, and as liberal, and enterprising, have taken no steps to organize up to this day, an efficient **MERCANTILE ASSOCIATION**, similar to those existing in the great Northern cities, and absolutely necessary to commercial progress, we confess that our hopes for the extension of our foreign import trade, are not so strong as to admit of any very grievous disappointment. The marks of favour, of consideration and of friendship, which have over and over been received by us from the officers and members of the chamber, precludes any other construction on this language, than that it has been forced from one "sorrowing to speak."

Let us now furnish a few statistics, showing the present amount of trade conducted by several of the Northern cities of the Union, and sketch the history, advance, decline, or whatever it may be, of those which stretch to the South and Westward. The data in our possession for making up the first are meagre, for which the good reason may be assigned, that there is no such thing as a public commercial library here.

The unbounded enterprise, and the intelligence of Boston, are proverbial. Within the past few years her progress has been more rapid than that of any Northern city. The heart of a great and growing manufacturing region, she has sent out in every direction her lines of communication, and become a powerful competitor with the empire city for the trade of the Lakes, and of the North-West. She is the terminus already of 1100 miles of railways alone. The dominion of her Lawrence's and others, is that of the Medici.

"That the East is duly appreciating the advantages of an extension of its trade westward, by affording every possible facility, we have had evidence enough. The Rail Road Journal, published in New York, by Mr. Minor, speaks plainly out :

"There is a rapidly growing disposition among our capitalists, to avail themselves of a participation, in the advantages, which much accrue in a short time from intercourse with the West ; a matter, which is becoming daily more closely interwoven in all our business affairs."

A writer, in Boston has laid it down as a fixed truth :—

"The great West is ours. The great Welland canal, and the tendency of every public improvement, being to the East continually. The Michigan rail road and the Miami rail road, under New England management, and now also ours, must eventually do a business, very great and commensurate only with the growth of those vast countries, and all tending to the East, to lake Erie, and thence to lake Ontario, from thence to the two great seaports, of New York and of Boston, by canals or by destined rail roads."

That the dangers of navigation on the western waters, and the fright-

ful annual loss of life, are detrimental in a high degree to New Orleans, and give a preference to other modes and avenues of transportation cannot be doubted. We may differ as to the degree of injury, though not as to the fact. Mr. Calhoun estimated it not over high, in his report on the Memphis Convention as—per cent on the whole commerce of the West. We may differ in regard to the proper remedy for these things. Different sections of the Union are arrayed against each other on the question of the government's right to act. A great western convention, has been lately recommended by the St. Louis Chamber of Commerce, to meet in that city, next May, and deliberate upon the matter. Perhaps it will happen, that upon this, as upon other subjects, there will have to be a compromise*

* We doubted in our September number, page 89, note, whether the application of Mr. Calhoun's doctrines, did not lead to the very results against which they are aimed, viz., the increase of government, as opposed to that of state power. If the "*consent*" of Congress be necessary, in any instance, to the validity of a state act, in that instance, and it may be a very important one, the State and perhaps its best interests are at the *will* and *pleasure* of Congress. That *will* may be an imperious one, and there is nothing in the organization of the government to prevent; it may be blind and ignorant, as we well know it often is; or it may even be malicious, if there be any political asperities at work. The "*will*" however, whatever its nature, and there is no escaping it, must be the sovereign arbiter of the States, in the particular instances, though involving their most important concerns. The combinations or alliances of States within the Constitution, fall into pieces by a simple disapproval in Congress. This, in any case, is a very high power to be delegated to that body, and a momentous one, inasmuch as by its very exercise, it may coerce from the States, the grant of a power even higher—the one Mr. Calhoun so much dreads, and regards as wholly unintended by the framers of the Constitution—the power to conduct improvements. We say coerce, and in this way, by conducting itself those improvements, which interest many States, and unscrupulously refusing, without assigning cause, assent to every State alliance. This, it will be remembered, is the power of a mere majority, which may be continued for a series of years, injuriously and perhaps vitally affecting the interests, not of one or two, but of many States, and leaving to them, the alternative only, of *amending the Constitution* and taking the whole power over internal improvements out of the hands of government, which Mr. Calhoun himself does not desire, or giving it wholly and unconditionally up into these hands.

It is with regret, that this view has been forced upon us. The subject we have long and attentively considered, and with other light from the same master mind that framed the Report. The approaching meeting of Congress may remove these doubts. The Report will without question be brought up and sustained with all that extraordinary and we may say altogether unequalled power of thought and argumentation, which that great statesman is capable of wielding at pleasure.

Of one thing however we are sure—*something must be done, and that very soon*. We can conceive of no other plan that will *unite the country* for a very long time, but that suggested by Mr. Calhoun. This much will have to be accepted or *nothing*. Of the final result, too, we are equally sure—the breach will be made—the way

It is not easy to conceive the future destiny of *New York*. She has in her hands the import trade of the country, and such are the unrivalled facilities for business, which she presents, that it is not likely it will soon pass out of them. Her policy of late has been to tap the west, and draw of, by artificial channels, to herself, in preference to the natural ones, its precious and illimitable wealth. In this she is succeeding and will thus enjoy all the advantages of a back country, which nature has not in any great degree given her.

IMPORTS AND EXPORTS NEW YORK.

Imports from January to July 1845	\$ 35,164,231
“ “ “ “ “ 1846	37,627,462
“ “ July to October 1845	23,862,702
“ “ “ “ “ 1846	20,536,648
Exports from January to Oct. 1845	22,480,549
“ “ “ “ “ 1846	23,511,232
“ “ July to Nov. 1845	8,696,386
“ “ “ “ “ 1846	10,882,140

The series of Canals and Rail roads, with which the Susquehanna and Delaware are connected, have been exerting their influences upon PHILADELPHIA. She received 4000 bags of cotton more for the first six months of 1846, than for the same months of the previous year, and about double the amount of coffee. In sugar and many other articles, there was a decline. Imports year 1846 to July \$ 7,989,393

The progress of ST. LOUIS within a few years has had no parallel in any country. Comparing the months of January to July, for the years 1845 and 1846, in that city, we find, that of fifty leading articles, the receipts of the last year have fallen short on three, or four only, viz, hemp, bagging, and rope, fruits, hides and sugar, and this in a minute degree, whilst every other article has increased, in some instance to two and three hundred per cent. For a few examples :

RECEIPTS ST. LOUIS.

	1846	1845
Lead, pigs	420,352	379,829
Flour, bbls.	113,097	76,407
Pork, “	43,621	15,260
“ bulk lbs.	625,145	261,754
Beef,	12,202	3,185
Lard, bbls.	23,537	7,525
Wheat, bush.	1,200,871	558,834
Corn,	427,259	77,672
Salt, Sacks	70,682	57,200
Coffee, bags	42,913	33,365

cleared, and the whole power of conducting internal improvements, center at last in the hands of the federal government :—So true is it, with Milton,

“The way found prosperous once induces best
To hope of like success.”

The enterprises of BALTIMORE and RICHMOND toward the west, and their vigorous prosecution exhibit great vitality in these cities. We learn, that in a short period western merchants will have the choice of several routes to the eastern States. From Wheeling or Pittsburgh to Baltimore, from Pittsburgh to Philadelphia; from Beaver by Canal to Cleaveland, to Buffalo: from Cincinnati by rail road to Sandusky city, or by canal to Toledo, thence to Buffalo; from St. Louis via the Illinois river and Illinois and Michigan canal to Chicago, thence round the lakes to Buffalo, or by rail road across Michigan to Detroit, connecting with the lake boats from the latter place to Baltimore. From Buffalo to Boston and Portland there is a continuous rail road. Travellers to New York city pass over the same road to Albany, at which point they take the Hudson river steamers, but may soon take the rail road, now in course of construction. RICHMOND is now devoting much of her energies to manufactures, and entertains strong hope of recovering much of that commerce, which enriched her in other days. We have a few facts at hand upon Baltimore.

EXPORTS BALTIMORE, 1st QUARTER 1843-4-5-6.

	1843	1844	1845	1846
Tobacco	\$ 147,397	262,037	310,155	321,374
Flour	196,560	235,169	207,501	654,113
Total, Domestic and Foreign	525,432	844,086	975,187	1,448,870

In coming to more southern cities, and as it were, immediately home, a much greater degree of particularity will be demanded at our hands, and indeed, we have materials for it and every possible disposition to embody them. Our sympathies and regards for the most are in this direction, and our work is devoted to its advance.

The city of CHARLESTON is one of the most ancient in the Union. Its foundations were laid in 1672,* and it very soon attracted an additional population, from the planters of Barbadoes and the chivalrous French Huguenots. "On the spot" says Bancroft. "where opulence now crowds the wharves of the most prosperous mart on our Southern seaboard, among ancient groves that swept down to the rivers banks and were covered with the yellow jasmine, which burdened the vernal zephyrs with its perfumes, the city was begun." Two centuries nearly have passed away since then. Momentous have been the events and the changes of this period. In colonial dependence, in revolutionary conflicts, in republican advancement, it has mattered little, however, for Charleston;—ever unchanged and unchanging; generous, hospitable and refined; intelligent, patriotic and enthusiastic; devoted to liberty

* In 1677 it was called Oyster Point Town; in 1680 New Charlestown, in 1682 New Charleston (*Milla.*) It was chartered in 1783.

and appreciating its advantages;—on her seat by the side of the Ashley and the Cooper, where the Pinkneys and the Rutledge's, the Middletons', Lowndes', and Lawrence's and Elliot's, men whose like we shall not soon look upon again, lived, labored, and died—peace to their sacred names—this city venerated for associations we cannot smother demands from every Southern heart, nay, even a far higher term, from every American heart, a tribute it will be proud to give

The location of Charleston is on a peninsula, washed by the waters of two beautiful streams. The harbor is spacious and secure, and defended by three fortifications—one the famed Moultrie of Revolutionary glory. The bar has some obstructions, but four channels with different degrees of depth; the ship channel being the greatest, and affording seventeen feet at high water and ten at low.

The advantages of Charleston soon made it a place of considerable trade. Its first exports were staves, lumber, furs and peltries, considerable quantities of rice, first planted in 1693, to which were added in 1747 indigo, in 1782 tobacco—abundant and profitable products, and in 1790 cotton. In 1723 the foreign import of Charleston was £120,000, over half the foreign import of 1845! The export of the same year was in rice alone 26468 bbls; and in 1744 two hundred vessels were laden at its wharves. The city was once a considerable ship owner and builder, but we learn from the late report of its chamber of commerce that there are now very few ships owned there; and the vessels built annually also few and of the smallest class. In the last seven years the number of ships owned and sailing from Charleston has decreased from 14 to 6, the number of brigs from 16 to 4, with an increase of three only in schooners in the same time. The revenue collected on the imports of Charleston was very nearly as large under the light tariff of 1789 as under the high one of 1842. But of this again.

“Commerce, said Dr. Ramsay, in 1808, is of noble origin in South Carolina. Its first merchants were the Lords' Proprietors, and such are the superior advantages of trading with Britain, that the Carolinians have been commercially connected with her nearly as much since as before the revolution. They have a right of trade with all the world, but find it to their interest to trade principally with Britain. The ingenuity of her manufacturers, the long credits her merchants are in the habit of giving, the facility of making remittances to her, as the purchaser of the great part of the native commodities of South Carolina, have all concurred to cement a commercial connection between the two countries. From the increased demand for the manufactures of Britain, by the increased inhabitants of Carolina, as a State, the latter is more profitable to the former, than she ever was when a province. Though the trade from South Carolina to Germany has greatly increased, that to the Mediterranean, to France, Netherlands, Spain, Madeira, and Russia, has also increased in the order in which these countries are respectively mentioned. Yet the surplus that remains for Great Britain, far exceeds all she ever derived from the same country, as

her colony. It may be confidently asserted that the trade between the two countries for one single year of general peace, free from all interruption, would now be of greater value to Great Britain than all she derived from Carolina for the first half of her colonial existence. The merchants of Charleston do not seem fond of exploring new channels of commerce. There never was but one vessel fitted out for the East Indies; no voyages round the world, to North West America, to new or remote countries have originated there."

In 1844 R. F. W. Allston held the following language to the Secretary of the Treasury.

"The average annual imports of the State for ten years from 1833 to 1842 were \$2,989,463; average annual exports for the same time \$10,291,735. The average annual imports for two years 1843 and 1844 were \$1,213,112; average annual exports same time \$7,597,045. In the year 1800 the produce of the State was exported from her own ports, at which were also received the return cargoes which paid for it. Then trade was brisk. All the interests of the State flourished in a high degree. Then the imports at the port of Charleston yielded a revenue of \$2,203,812; now the duties collected at the same port are \$158,405. The great portion of our import business is done in the Northern ports where the chief revenue is collected on them.

REVENUES ON IMPORTS INTO SOUTH CAROLINA.

	\$		\$		\$
1800	2,203,812	1815	1,400,886	1830	497,397
1801	2,257,100	1816	1,474,474	1831	505,050
1802	1,206,349	1817	1,145,677	1832	523,031
1803	867,125	1818	1,308,104	1833	401,634
1804	1,061,806	1819	813,829	1834	459,935
1805	1,303,841	1820	613,697	1835	453,391
1806	1,334,517	1821	595,317	1836	682,383
1807	1,352,778	1822	794,004	1837	469,058
1808	452,278	1823	765,899	1838	590,422
1809	537,042	1824	732,076	1839	653,188
1810	697,254	1825	661,327	1840	368,127
1811	386,355	1826	573,707	1841	449,535
1812	457,288	1827	592,025	1842	305,607
1813	272,705	1828	450,967	1843	158,405
1814	149,352	1829	490,750	1844	497,000
				1845	
Average for first 28 years, - - -				\$928,951	
Average for next 17 years, - - -				467,993	

or a decline of about 100 per cent.

The imports of Charleston from being nearly half the exports in 1820, are now about one-eighth.

The great exports of Charleston and products of South Carolina are cotton and rice. The State produces of the latter article $\frac{3}{4}$ of the whole crop of the country. The amount of cotton produced is declining, the whole receipts of Charleston and Georgetown from all places in 1845 being 426,361, and in 1846, 251, 405 bales, though this last was an unfavorable season. The following table for which we are indebted to the

Evening News, will exhibit the exports of sea Island and upland cotton, and clean and rough rice from Charleston for the past three years, in bags, barrels, and bushels.

EXPORTS—CHARLESTON.

Cotton.

To	1846		1845		1844	
	S. I.	UP.	S. I.	UP.	S. I.	UP.
G. Britain.	12,824	104,246	16265	203,353	12603	124,786
France.	6703	44,277	4640	67581	2940	34,180
South Europe.		6592		2918		
North Europe.	19527	5118		1587		7324
W. Indies.				141		
United States.	476	87,844	423	111,698	1148	123,023
Total,	20,003	248,077	21328	400,563	16191	289,313

Rice.

To	1846		1845		1844	
	Clean.	Rough.	Clean.	Rough.	Clean.	Rough.
G. Britain.	2,232	203,523	89	350,774	311	322,616
France.	5,074	35,334	4,184	56,805	8,809	24,344
South Europe.	34		60		203	
North Europe.	14,470	107,333	10,623	153,830	27,137	136,635
W. Indies.	16,219	40	28,382		23,722	
United States.	45,683	8,909	40,990		43,504	
Total.	83,712	355,139	84,308	561,409	103,686	483,595

For 1847 an increased export is anticipated. The crops of the State have been abundant. Those of cotton and rice are stated at 33 per cent. above previous years, being \$10,050,000, against \$7,500,000.

During the year ending 1st Sept., 1846, there arrived in Charleston 161 American and 27 foreign ships, 91 American and 38 foreign barques, 248 American and 18 foreign brigs, 552 American and 15 foreign schooners. Total vessels 1150.

Charleston is reviving her former schemes of railroad connection with the mountains of her State, and across the country to the prolific valleys of the Ohio and Mississippi rivers. She originated these movements many years ago, and our hearty well wishes are that she will now carry them out. A committee of her citizens made a report the other day upon the subject, from which the following is an extract :

“ Steam in the locomotive, and on Railroads is destined to achieve a no less extraordinary triumph for the States of the Atlantic, whose interior, fertile and abundantly producing soils, embosomed in mountains, remain almost in their natural state, from their hitherto inaccessibility. To open avenues to these interior regions of fertility ; to accomplish connections by Railways to the more remote valleys of the great father of rivers, South Carolina and Georgia have been for years most harmoniously co-operating, and while the attainment of these great objects are so near consummation ; while your Committee see in one direction but 85 miles of Railroad to be provided for,

to perfect a connection with the navigable waters of the Alabama at Montgomery, but 17 to bring us to the Coosa at Rome, and which is navigable for 150 miles to the head of the ten islands; but one hundred and twenty miles to connect the Coosa with the Warrior at Tuscaloosa, and but 36 to extend the communication in that quarter to Gunter's Landing on the Tennessee river. While in another direction they see the State of Georgia nobly pressing forward to the terminus of the Western and Atlantic road at Chattanooga, and about to advance within 40 miles of that place, by January next, and thus stimulate the citizens of Nashville on the Cumberland to a union with the Atlantic. While within their own State they perceive efforts now making to build up a Railway to Greenville, with the ulterior object of a terminus in the heart of the mountain elevations of Buncombe, productive in Hemp, Wheat, Rye, Corn, Potatoes, Hogs, Horses and Mules; and in a more Eastern section preparations in progress to extend the Camden Branch Road to Charlotte, in North-Carolina, bringing the fertile valleys of the Catawba, and the mountain recesses of Virginia, under the influences of a reciprocal and mutually beneficial trade with our city.

There has been some movements made for the introduction of domestic manufactures into South Carolina, and many causes exist for their success. Governor Hammond declared two years ago in his agricultural address:

"In water power, our State may safely challenge comparison with any part of the world. From the mountains almost to tide water, the whole country is veined with streams of sufficient size, with ample fall; and innumerable sites for erecting machinery of every kind. Experience has proved that our slaves can be made as expert as any other class, in all, or nearly all, the operations of a cotton factory. With such abundant water power, and such cheap labor, if the effort be made, we can speedily supply our entire home consumption of goods of ordinary qualities, and in due time we may expect to be able to compete with the rest of the world in every other quality, both at home and abroad.* Already, a considerable amount of capital

* We might have introduced appropriately in a previous page, some account of the immense extension of the British trade in cotton manufactures. An intelligent American correspondent in Europe has lately furnished some interesting particulars, the most striking of which is this, that as an importer of cotton goods from England the United States was exceeded last year by Russia, the Hanse towns, Holland, Italian States, Turkey, the East Indies and Brazil. The figures will exhibit this and the question may be asked when shall we compete successfully with this great power in all these important markets?

"The total quantity of cotton manufactures exported, to say nothing of domestic consumption, of *white* or *plain* cottons, was 678,415,780 yards, and the value £9,661,014; of printed or dyed cottons, 415,270,289 yards, and the value £8,368,794; and of hosiery, lace, and other small articles to the amount of £1,127,286. The quantity of twist and yarn exported, was 135,144,365 pounds, and the declared value £6,963,235. The total exports of cotton goods and yarn, of British and Irish manufacture, reached, at the declared value, the round sum of £26,110,331, or in American currency, to \$130,551,635! And where were markets found for this immense yield of manufacturing industry from our staples? You shall see. In Russia, to the amount of £1,073,599; in the Hanseatic towns, to £3,100,834; in Holland, to £1,342,266; in Belgium, to £576,579; in Portugal proper, to £618,682; in Gibraltar—chiefly for Spain, while Spain imported directly £11,787—to £529,857; in Italy and the Italian islands, to £1,435,506; in Turkey, to £1,821,282; in Syria and Palestine, to £609,918; in Egypt, to £137,032; in western coast of Africa, to £223,930; in Cape of Good Hope, to £174,526; in Mauritius, to £135,065; in

has been adventured in manufacturing, not only cotton, but cloths of wool and cotton mixed, which can be sold as cheaply as any in the market, and pay a handsome profit. Our citizens, and especially our planters, ought to encourage such investments, by making it a point to give the preference, where the price and quality are the same, to our own manufacturers. And this, I believe, is all they require, to be firmly established, and to become of vast importance in the approaching distribution of the capital and industry of the State."

Col. Allston replied to the circular of the Treasury Department :

"There are several cotton factories in the State operating on a small scale : In Pendleton, in Greenville, (one here of paper also,) in Spartanburg, (one here of iron also,) in Darlington, one owned by Col. J. W. Williams, in which he employs from 40 to 50 operatives. There was one in Marlborough, with superior water power; but I believe it has been abandoned or converted to some other use. In Barnwell the "Vaucluse" is very successful; in Lexington, near Columbia, the "Saluda" divided 5 per cent, the last half year. Limited as is the number of these factories, it is believed they are not dependant for their profits on the present duties; but it cannot be doubted that a number of them were brought into existence by the patronizing countenance of government."

The population of Charleston in 1790 was 16000; in 1800 18000; in 1810, 24000; in 1820, 24000; in 1830, 30000; in 1840, 29261 including 14,673 slaves. The whole population of the city, however, at this last period, including what is called the neck, was 41,137.

We regret that the facts are not within our reach for a sketch such as we should like of SAVANNAH, Georgia. If any of her citizens would furnish them to us we should be but too happy to embody them in our Review. This city has also been noted for liberality, and the Historical Association there has distinguished itself by its collections, and its addresses from such men as Wm. Law, Prof. Stevens, Bishop Elliott, Mitchell King, Dr. Church, etc., etc. We await with much anxiety the history of the State, now in course of preparation, from new and abundant materials, by Professor Stevens of the University.

Savannah was founded in 1761, by Oglethorpe, on the south side of the river of that name, and seventeen miles from the ocean. The city is built upon a height of some forty feet above the level of the river. Its harbor is capacious and said to be the easiest in the Union to be entered, there being no want of water at the bar. We have an evidence of its security from the fact that the late terrible storms which swept our seaboard, passed almost untouched the shipping of Savannah. The largest class of vessels are compelled to take in their cargoes some four or five miles from the city. Population of Savannah in 1810, 5195;

British East India, to £4,210,423; in Sumatra, Java, &c., to £409,224; in China, to £1,735,141; in Australia, to £224,774; in Brazil, to £1,429,509; in Chili, to £602,285; in Peru and Bolivia, to £419,776; in British North American colonies, to £742,225; in do. West Indies, to £601,025; in Cuba and foreign West Indies, to £601,025; in Mexico, to £244,845; and in the U. S. of America, to £1,056,240."

1820, 7523; 1830, 7776; winter of 1838, 15,758. The health has undergone great improvement.

EXPORTS COTTON, RICE AND LUMBER FROM SAVANNAH,
For Year ending 1st September, 1846.

	Cotton.			Rice.		Lumber.
	S. I.	Upland.		Casks.		Feet.
To Liverpool,	7,927	56043	To G. Brit.	399	. .	11,195,644
Other Brit. pts.	290	2,857	France.	200	. .	
Total G. Br.	8,217	58,900	B. N. Am.	. . . . .		177,076
Havre,	255	8138	W. Indies.	4426	. .	1993,248
Other Fr. pts.		420				
Total France,	255	8,558	Total,	5025	. .	13,365,968
Other Foreign,		1922				
Total Foreign,	8472	69,380				
To Boston,	10	18,306	Boston,	3335	. .	2,129,551
Providence, &c.		1131	Provid'ce.		. . .	846,337
New York,	1098	62,502	N. York,	14,246	. . .	175,454
Philadelphia,		5458	Phil'pia.	1,137		703,537
Balt. & Norfolk,		1528	Bal. & Nor.	2134	. . .	
Charleston,	1117	15,280	Charl'ton.	3521	. . .	
Other U. S. pts.		2024	N. Orl.	2402	. . .	
Total Coaswise,	2225	106,229	Other A. pts.	350		651,470
Grand Total,	10,697	175,609	Coast.	27,122		5,219,676
			Grand Tot.,	32,147		18,585,644

An intelligent merchant of MOBILE is now preparing for our Review a commercial and historical sketch of that city. We shall therefore say little here. It was described in 1804 as "a city of West Florida, formerly of considerable splendor and importance, but now in a state of decline. There are many very elegant houses here inhabited by French, English, Scotch, Irish, &c." When in possession of the British, Mobile sent yearly to London, skins and furs to the value of 12 to £15,000. It surrendered to a Spanish force in 1780, and came into American hands in 1813. In 1814 it was chartered as a town, and in 1819 incorporated. The site of Mobile is elevated about 15 feet above the highest tides, and it is approached by the larger class of vessels, in consequence of certain obstructions, by a very circuitous course up the river on which it is situated. The city is in daily intercourse with New Orleans by steamers, and such are the advantages of a rail

road communication, that we cannot suppose it will long be wanting. Population of Mobile in 1830, 3194; 1840, 12,672.

Mobile receives the whole cotton crop of South Alabama, with a small portion of that of Georgia and Mississippi. The crops of Alabama have increased from 10,000 bales in 1819 to 102,684 in 1830; 445,725 in 1840; 517,196 in 1845; and 421,966 in 1846. The exports of the past three years according to the Merchant and Planters' Current—

	1845-6	1844-5	1843-4
To Great Britain, bales.	208,082	268,849	204,140
“ France “	66,821	68,929	53,005
Other Foreign Ports.	26,832	52,936	12,381
United States Ports.	115,898	131,282	195,679
	<hr/> 417,633	<hr/> 521,996	<hr/> 465,205

According to the last statement of the Mayor of Mobile, the City debt amounts to \$724,000; the annual interest on which is \$36,000. The real estate of the city is estimated at \$7,000,000, tax on which of cent. 40 per cent., is \$28,000, showing a deficiency of \$8,000 in means to meet the interest.

RECEIPTS COTTON AT MOBILE. FOREIGN EXPORTS AND STOCKS.

	Receipts.	Exports.	Stocks.
1846	421,669	416,856	7,813
1845	517,550	521,338	438
1844	467,820	465,452	4,226
1843	482,631	481,894	1,128
1842	320,882	320,619	297
1841	319,286	318,888	398

EXPORTS COTTON FROM MOBILE to

	G. Britain.	France.	Other Foreign.	U. States.
1846	208,047	66,821	26,824	115,164
1845	268,849	68,929	52,936	131,282
1844	204,140	53,005	12,381	195,679
1843	283,382	55,421	27,209	115,882
1842	185,414	49,544	6,919	77,161
1841	149,854	57,204	9,181	103,637

IMPORTS, STOCK, CONSUMPTION AND EXPORT DURING THE YEAR, ENDING 31st AUGUST, 1846.

Articles,	Imports.	Stock.	Consumption.
Bagging Pieces - -	29,935	9,680	20,259
Bale Rope Coils - -	24,151	7,052	17,099
Bacon hhds. - -	10,307	385	9,922
Coffee bags - -	24,619	3,499	21,120
Corn sacks - -	77,791	4,500	73,291
Flour bbls. - -	49,848	1,493	48,350
Hay bales - -	12,217	1,980	10,237
Lard kegs - -	12,435	736	11,699
Lime casks - -	12,721	1,010	11,711

[Table continued.]

Molasses	bbls.	-	-	15,989	-	-	369	-	-	15,620
Oats	sacks	-	-	10,579	-	-	585	-	-	9,994
Potatoes	bbls.	-	-	18,452	-	-	58	-	-	18,394
Pork	bbls.	-	-	8,041	-	-	548	-	-	7,493
Rice	Tcs.	-	-	1,059	-	-	82	-	-	977
Salt	sacks	-	-	88,362	-	-	11,814	-	-	76,548
Sugar	hhds.	-	-	6,885	-	-	176	-	-	6,709
Whiskey	bbls.	-	-	24,030	-	-	1,811	-	-	22,219

In the January number of the Commercial Review will be found a sketch of the Commercial history and importance of NEW ORLEANS. We shall in the present instance therefore only supply the deficiencies of that article, and bring down the whole to the present day.

The city was commenced by Bienville in 1718, but on its being overflowed, the undertaking was for the time abandoned. Population in 1723, when visited by Charlevoix, 200. British vessels began to visit the Mississippi in 1764; population in 1785, 4,980. First American vessels visit New Orleans in 1794, and the first newspaper, *Le Moniteur de la Louisiane* published. Province ceded to France in 1801, to the United States in 1803.

The land on which the city stands, says Judge Martin, till protected by a levee, was subject to annual inundations, and a perfect quagmire. The waters of the Mississippi and those of the lakes, met at a high ridge formed by them, midway between the Bayou St. John and New Orleans, called the highland of the lepers. To drain the city, a wide ditch was dug in Bourbon street, the *third* from and parallel to the river; each lot was surrounded by a small one, which was in course of time filled up, except the part fronting the street, so that every square, instead of every lot, was ditched in. In this way a convenient space was drained.

In 1770, the Merchants of New Orleans, complained that the British engrossed all the trade of the Mississippi, disregarding the commercial and fiscal laws of Spain.

In 1771 the commerce of Louisiana was encouraged by permission to vessels from the West Indies, to come in ballast to New Orleans, taking thence or from the river plantations merchandize, in exchange for specie, negroes, &c. European goods were also permitted to be brought in from Cuba and Campeachy.

In 1778, the king of Spain was pleased to grant much more extended privileges of trade to New Orleans, with a view, as alleged, of rewarding the loyalty and patriotism of the inhabitants.

In 1787, the foundation of the American trade from the western

States, down the Mississippi to New Orleans, was laid; the idea being first conceived by General Wilkinson.

Vessels continued, according to Martin, to trade between Philadelphia and New Orleans from 1788. Miro, in the latter part of his administration, and the Baron Carondelet, from the commencement of his, connived at this violation of the positive instructions of the minister of finance in Europe; but on the representation of the governor, of the utility of the measure, it was approved by the king. From this period, a number of merchants in Philadelphia established commercial houses in New Orleans.

In 1799, the President of the United States appointed a consul at New Orleans.

The Committee of Commerce in Congress, thus alluded to the city in their report of 1804.

"New Orleans, not only as a port of deposit for the produce of the western country, where it can be shipped to all parts of the world, possesses peculiar and important advantages, from its proximity to the British, French, and Spanish settlements in the West Indies. Various articles, whether of European, Asiatic, or American growth or manufacture, which we can readily supply, at reasonable prices, can be carried to their ports, and be exchanged for such as they can conveniently spare, and which may be necessary for our own consumption. A commerce, known to be highly beneficial to all the parties interested in it—supplying the United States too in some cases with the precious metals, necessary in our intercourse with Asia—it is presumed, was not intended to be discouraged."

It is unnecessary to remark in other than a general way upon the surprising advances which have been made in the population and resources of New Orleans. As an exporter, it is even now, the second in the Union. As a commercial mart it is next only to New York, and has a population during the business season, of not less than 160 to 170,000 souls. We know that this increase is going on, and we believe that there is no limit to it. The West is yet in its infancy.—Mr. Calhoun said in his remarkable speech, at Memphis, and said rightly, our children a generation hence will be consulting in the valley of the Mississippi, to connect themselves with the Pacific, as we consult now to project and carry out an Atlantic communication. The regions from the valley to the Pacific are boundless and fruitful. If this produce and that of the North-west should seek the Northern and Eastern markets, our own supineness and want of enterprise will be the cause. We know that the capacious States of Texas, will in the course of things be made the tributaries of New Orleans. We have as much to do with the Rio Grande valley, as with the Ohio or Mississippi.—Our railroads might strike it without an effort at any point. On any settlement of the war with Mexico, the trade of herself and provinces

must center here, and should their distractions be permanently healed, that trade must become enormous. *The West Indies are our neighbors.* Great cities annihilate the smaller in their vicinity, and thus will it be with ours. We cannot conceive that fifty years hence, another city in America will be found so great as New Orleans. The opinion is not a hasty one taken up without due reflection. The one retarding cause only opposed to the city, of which we have so often spoken, is yellow fever. Is this longer our scourge? The experience now of several years is opposed to any such conclusion. Let any one consider the history of this eccentric visitor, and decide.*

The annexed statement at large of the trade of New Orleans, such as it exists at the present day, and as compared with ten previous years, will be found of the greatest value, and enable the reader to conceive more clearly, than any description could, the importance of the city.—We are indebted for it to that valuable publication, the *New Orleans Prices Current*.† It would have been impossible for us to have made any improvement in combining and arranging the facts.

The foreign imports into the city, are exceedingly small as we once before remarked. The chief items are coffee, iron, hardware, salt, and French manufactures of fancy goods, etc.

The growth of New Orleans is along the bank of the river, in both directions, but mainly in the direction of Carrollton. Algiers on the opposite side of the city, may ultimately become of importance. The

* From a paper furnished to the Medical Society, some years ago, by Dr. Thomas Y. Simmons, of Charleston, we learn that yellow fever first prevailed in Barbadoes, in 1647, whence it spread all over the West India Islands. [Prescott speaks of it as prevailing among the natives on the conquest of Mexico.] It appeared in Charleston, S. C., for the first time in 1699, and was called a *plague*. It appeared in Lisbon in 1723, and in Charleston again in 1703, 1728, 1732, 1739, 1745, 1753, 1755, 1792,—from this last period almost regularly until 1807, when it almost disappeared for ten years. From 1817 to 1839, Charleston was visited irregularly by this scourge, since which period there has been little or none of it there. In the earlier period, the mortality was much greater. The greatest number of deaths in Charleston by fever, was in 1838. In New York the yellow fever prevailed in 1741, 1742, 1791, 1795, 1798, 1799, 1800, 1803, 1805, 1819, 1822, and not since! In 1805, half the inhabitants fled from the city. PHILADELPHIA was afflicted with yellow fever in 1793 and 1798, Baltimore in 1798, 1819, 1821—so remarkable is the history of this American plague!

† In this article we have had occasion continually to consult the various commercial publications of different cities, and always with satisfaction. We preserve their files with great care. We would particularly express our obligations to the Boston Shipping List, New York Shipping List, Philadelphia Commercial List, Lyford's Baltimore Journal, Charleston, Savannah, and Mobile Price Currents, Cincinnati Weekly Markets.

EXPO

EX

Liverpo
London
Glasgow
Cowes,
Cork, E
Havre,
Bordeau
Marseil
Nantz,
Amster
Rotterd
Bremer
Antwer
Hambur
Gotten
Spain a
Havani
Genoa,
China,
Other f
New-Y
Boston,
Provid
Philade
Baltim
Portsm
Other c
Wester

GREAT
FRANC
NORTH
S. of E
COAST

EXPO

DESTI

New-Yo
Boston,
Philadelp
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Other coa
Cuba, . .
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Com

NEW
MOBI
SAY
CHAR
FLOR
VIRG
NEW
Other

COMMERCE OF NEW-ORLEANS

EXPORTS OF COTTON & TOBACCO, from New-Orleans, for ten years—commencing 1st September and ending 31st August.

WHITHER EXPORTED.	COTTON—BALES.										TOBACCO—HHDs.									
	1845-46.	1844-45.	1843-44.	1842-43.	1841-42.	1840-41.	1839-40.	1838-39.	1837-38.	1836-37.	1845-46.	1844-45.	1843-44.	1842-43.	1841-42.	1840-41.	1839-40.	1838-39.	1837-38.	1836-37.
Liverpool,.....	521953	520675	488817	624681	393990	396010	459943	297793	466886	329436	8976	4947	8808	6788	6930	5252	3827	4115	2095	1913
London,.....	159	2025	518	61	38	304	113	6	123	41	12888	6475	8291	9851	7212	8732	4320	3725	3579	1989
Glasgow and Greenock	17893	36213	21265	35831	15374	20415	26603	7390	16147	17077	.....	.....	.....	.....	.....	.....	37	.....	.....	.....
Cowes, Falmouth, &c.,	8134	17975	14893	15030	10740	9188	13560	2459	48	2966	2641	1131	5424	10798	6827	6681	992	871	3605	6556
Cork, Belfast, &c.,.....	14181	.....	2182	2926	1108	4393	4549	2139	.....	1180	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Havre,.....	146153	132995	107973	159658	161103	157277	206311	110978	110384	113155	2215	3514	4846	4648	4037	4224	3655	1455	2858	2447
Bordeaux,.....	2315	2314	1418	2861	2247	2807	6381	1348	4407	6100	1067	1565	1136	2332	1004	814	1167	.....	504	320
Marseilles,.....	6896	7857	7462	9982	16992	21933	21989	6371	7129	9110	1006	3934	5102	4665	1933	1774	1841	315	1516	699
Nantz, Cotte & Rouen,	4254	1854	3127	8374	2930	1914	5069	2070	6383	5165	.....	.....	.....	.....	.....	.....	.....	.....	312	.....
Amsterdam,.....	2019	1253	1360	2593	584	.....	3688	49	932	202	451	50	3775	2700	1138	.....	224	.....	1254	.....
Rotterdam and Ghent,...	53	2355	512	2173	2907	.....	709	.....	.....	.....	1104	1014	917	2933	1882	.....	.....	.....	.....	.....
Bremen,.....	3419	9211	2770	12303	6369	1706	1084	47	636	123	6322	12012	9602	7888	8997	4012	2464	1306	1500	3736
Antwerp, &c.,.....	7838	7196	8499	17693	5209	2264	7377	.....	1598	2782	4294	3862	2178	5657	3690	1219	1090	.....	713	.....
Hamburg,.....	3585	9121	3156	13664	5678	2983	6846	310	3149	2538	181	786	2303	1477	3401	1064	1465	.....	206	674
Gottenburg,.....	3877	1631	402	114	286	2793	2994	947	343	553	943	909	734	963	946	1559	745	939	576	342
Spain and Gibraltar,...	1679	821	.....	401	78	561	1508	1225	5423	3490	9843	6749	10681	4486	7204	4142	3843	3400	1542	1628
Havana, Mexico, &c.,...	29800	62083	33151	21177	12818	19002	30394	3380	2659	1807	.....	903	1601	1063	981	1030	1013	618	725	1317
Genoa, Trieste, &c.,...	52607	27201	19704	17662	10610	16801	25652	4320	5910	7875	2375	3001	1566	1760	550	2	44	598	563	.....
China,.....	.....	2353	.....	4303	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other foreign ports,...	8050	2267	1208	1342	174	90	1044	113	902	233	298	794	1177	217	516	667	343	315	186	612
New-York,.....	74757	52880	82814	48036	31215	55930	46354	62175	39384	23622	4848	6936	6900	10533	7090	7466	8132	8174	9758	4838
Boston,.....	111666	73557	72400	73891	54062	61636	54042	49497	39853	39244	913	4928	25-5	3650	3351	3109	2888	2816	2616	3520
Providence, R. I.,.....	5783	78	211	674	1910	3132	1811	3701	1607	1177	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia,.....	13690	6784	6919	3253	2846	5731	6195	6371	8224	6483	1030	2536	1246	2845	936	2126	1963	1291	1649	1494
Baltimore,.....	5507	3640	4698	3278	1703	4832	3045	3450	6341	2785	427	478	1167	2433	208	517	219	296	770	541
Portsmouth,.....	2769	1053	4136	.....	2658	9025	5099	5369	4819	8044	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other coastwise ports,...	910	2423	3280	3000	3716	581	6020	7171	5026	3781	217	2145	1100	2194	225	287	482	225	617	916
Western States,.....	5900	6060	2500	2000	1722	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TOTAL—	1054857	984616	895375	1088870	749267	821288	949320	579179	738313	588969	62045	68679	81249	89891	68058	54667	40436	30780	35555	35821

RECAPITULATION.

GREAT BRITAIN,.....	562320	583888	527675	679438	421450	430310	504768	309787	483204	350700	24505	12553	22523	27437	20969	20665	9139	8748	9969	10458
FRANCE,.....	159328	125020	119980	180875	183272	183931	240490	120767	128303	133530	4288	9013	11104	11645	6974	6812	6606	1770	4878	3778
NORTH OF EUROPE,...	28841	33035	17907	50882	21207	9836	23742	1466	7560	6431	13301	19051	20175	21618	20252	8640	6805	2654	2438	6760
S. OF EUROPE & CHINA,	84086	92458	52855	43543	23506	36364	57754	9425	13992	13172	12516	11029	14349	7536	9053	5645	5002	4806	2860	3516
COASTWISE,.....	220082	148215	176955	134132	99832	160947	122566	137734	105254	85136	7435	17033	13998	21655	10810	13505	13664	12802	15410	1109
TOTAL—	1054857	984616	895375	1088870	749267	821288	949320	579179	738313	588969	62045	68679	81249	89891	68058	54667	40436	30780	35555	35821

EXPORTS of Flour, Pork, Bacon, Lard, Beef, Lead, Whiskey and Corn, for three years, from 1st Sept. to 31st August.

DESTINATION.	1845-46.									1844-45.									1843-44.								
	Flour, Barrels.	PORK, Barrels.	BACON, Hhds.	LARD, Kegs.	BEEF, Barrels.	LEAD, Pigs.	WHISKY Barrels.	CORN, Sacks.		Flour, Barrels.	PORK, Barrels.	BACON, Hhds.	LARD, Kegs.	BEEF, Barrels.	LEAD, Pigs.	WHISKY Barrels.	CORN, Sacks.		Flour, Barrels.	PORK, Barrels.	BACON, Hhds.	LARD, Kegs.	BEEF, Barrels.	LEAD, Pigs.	WHISKY Barrels.	CORN, Sacks.	
New-York,.....	83854	88298	2873	304322	5162	309681	4098	172186		74809	56046	1568	119967	5805	339445	2592	30051		48223	219756	5104	244772	5112	264834	2210	44367	
Boston,.....	122148	89164	846	190504	3501	139364	150	289523		73860	79617	727	133474	6922	135489	600	81341		33653	106410	1742	204673	5671	111614	130	27636	
Philadelphia,.....	250	29783	1238	69153	39	70113	647	3671		3638	17242	834	32275	874	88810	1256	.....		.....	13702	1718	30455	1042	53901	730	.....
Baltimore,.....	11476	19223	729	32019	446	11961	2175	1000		11108	13165	621	23163	350	17455	500	.....		.....	11939	1217	22831	372	12661	631	.....
Charleston,.....	.....	2828	1962	567	275	4930	8982	87953		1100	1038	2533	9332	24	.....	4122	4392		1395	2255	3994	627	.....	4332	2775		
Other coastwise ports	68441	13434	12720	96071	4190	8460	41869	175682		43959	5603	5559	13314	1827	78	22455	67513		48718	9229	10424	13327	2940	2455	33536	60278	
Cuba,.....	7094	1005	610	92336	391	.....	.....	.....		23787	520	190	89997	306	.....	.....	9096		29314	307	804	100764	509	.....	.....	18009	
Other foreign ports,	279931	28354	64	168621	43798	174086	280	211674		56801	8178	50	29818	8961	120362	405	27912		106729	26491	157	161322	15192	154955	544	48016	
TOTAL.....	573194	272319	21042	706094	55162	718255	58181	941589		279137	181409	15089	468336	23969	707439	32360	220895		300692	363179	24852	672270	25386	606396	42127	294281	

In the above, the Exports to Mobile, &c. via the Poughkeepsie Rail Road and New Canal, are included.

Comparative Statement of the Receipts, Exports and Stocks of COTTON, at the following places at the dates annexed.

PORTS.	STOCKS		RECEIVED		EXPORTED from Sept. 1, 1845, to dates.					EXPORTED fm Sept. 1, 1844, to dates in '45.					Stocks on hand & on Ship-board.	
	On hand Sept. 1.		Since 1st Sept.		To Great Britain.		To France.	Other Foreign Ports.	TOTAL U States Foreign North'n Ports.	To Great Britain.		To France.	Other Foreign Ports.	TOTAL U States Foreign North'n Ports.	1846. 1845.	
	1845.	1844.	1845.	1844.												
NEW-ORLEANS,.....Aug. 31	7556	12934	1041393	942858	568239	159529	112927	834775	299082	558888	125020	125493	836401	142215	6332	7556
MOBILE,.....Aug. 25	609	4226	421186	515743	208072	66821	28532	301725	108495	208849	69229	22811	320289	118643	5459	438
SAVANNAH,.....Aug. 20	2736	2257	184563	303347	64739	8813	1922	75474	80012	164085	14071	3917	182078	109685	6584	3973
CHARLESTON,.....Aug. 21	10879	13536	248766	422252	117070	50737	11710	179517	86649	217456	68973	18936	330365	110075	8372	16615
FLORIDA,.....Aug. 17	109	300	138889	187769	42844	6187	560	49981	80989	49460	7660	8923	66043	109378	1943	656
VIRGINIA & N. COR.,.....Aug. 8	2518	2800	21526	34416	630	250	428	1308	.....	991	120	2090	2321	.....	1200	2100
NEW-YORK,.....Aug. 18	42962	75600	.....	.....	92864	62314	33360	190538	.....	142228	67392	62945	272495	.....	54390	44290
Other Ports,.....Aug. 15	26766	48719	.....	.....	8847	736	4287	13870	.....	6115	1068	9920	14603	.....	5557	1413
TOTAL BALES,.....	94126	159772	2056314	2417812	1097356	355256	194416	1647188	594507	1435072	357193	294335	5072860	592996	80687	77291

ORLEANS, FOR THE COMMERCIAL YEAR

INTO NEW-ORLEANS, FROM THE INTERIOR, FOR TEN YEARS
from the 1st September to the 31st August, in each year.

ES.	1845-6	1844-5	1843-4	1842-3	1841-2	1840-1	1839-40	1838-9	1837-8	1836-7
bbls.	26775	26515	43969	67803	26443	27244	24387	6724	27561	18856
cocks	25213	12892	19563	16568	13505	11231	7350	13648	11715	8131
bbls.	12092	8358	19070	13588	9220	6111	4412	6249	5565	6429
bbls.	492700	350000	120321	1453798	1288100	2503057	1117987	1501900	985250	1492877
pieces	96601	111324	100216	89721	60307	70976	66898	49697	48364	30447
coils	56678	67600	83684	80632	63307	65613	47970	62602	61005	21256
bbls.	16585	7006	7619	8787	10993	14281	2026	405	4015	5519
logs	44172	30319	18831	18530	11791	14074	10426	7557	11967	7369
bbls.	1494	396	500	894	324	693	790	429	279	199
bbls.	1300	1464	1911	985	343	306	182	155	117	255
bbls.	4920	510	2677	3306	16069	16373	4250	7963	1800	
res.	62231	32674	49363	17549	17455	33262	10843	16773	6153	9859
bbls.	92200	58200	55610	51400	60812	70106	39129	38990	44050	130646
pieces	1031	1915	5445	5135	3122	2587	5447	4035	2929	4816
bbls.	765315	688244	627769	824045	583328	677343	747894	469231	566406	443307
bbls.	14276	19333	13234	14280	8067	5163	14060	12156	13836	11643
bbls.	222677	198246	196334	191410	118029	118122	155466	69347	124539	132080
ado.	34876	23103	21835	30511	16734	11149	13767	7003	11939	7101
ado.	6356	12123	47366	10687	4565	5881	15649	16768	23301	7655
ado.	5884	12830	12916	3381	2831	731	2727	1080	5437	1033
ado.	4249	25159	18170	15328	5101	4481	3982	2929	3232	9974
bbls.	3905	7917	3769	5415	6023	2214	1447	3082	3109	2992
bbls.	358573	130680	165354	255058	210675	168050	152935	161918	270924	194013
bbls.	1166120	390964	360652	427558	338769	268557	278358	338795	177751	369090
boxes	57392	30691	12583	3502	2710	1858	428	319	510	201
boxes	10461	5170	3913	1201	3393	425	399	34	800	23
boxes	135	385	1419	1026	1130	544	524	184	1627	735
bbls.	262400	281000	227788	255368	140582	221233	99915	94362	99220	61118
bbls.	137	474	1112	718	863	485	18	32	230	37
bbls.	939	1758	889	958	1115	1041	746	....	35	792
bbls.	823	2181	4273	13480	863	742	723	316	541	1220
bbls.	837985	533312	502507	521175	439688	466194	482323	434984	320208	253500
bbls.	28	118	43	37	45	38	16	12	6	3
bbls.	699	581	496	326	1792	1739	1121	301	615	575
bbls.	4607	5463	4568	1484	1737	470	489	457	141	132
bbls.	36980	49274	36062	14873	1211	450	500	4044	450	....
bbls.	112913	117863	76400	45937	26169	25529	51062	19582	12235	22287
bbls.	706	8300	3870	1700	700	2480	18966	27450	7050	16376
bbls.	71270	37296	35132	28059	20166	21425	7003	1915	13525	20594
bbls.	1683	207	100	211	322	512	1601	411	1834	415
bbls.	45	167	212	1433	74	74	146	313	30	....
bbls.	107639	69078	119717	104540	18207	9672	5067	8620	3737	3664
bbls.	334609	245414	373341	367871	366694	311710	173303	218387	224388	203251
bbls.	8387	6233	3767	1159	830	2460	1020	900	500	590
bbls.	76394	732125	639269	571499	472556	434467	507397	309528	294448	260223
bbls.	1431	788	851	701	1084	601	863	807	1520	431
bbls.	7853	888	30	59	592	....	....	....	....	....
bbls.	152933	105066	64852	66183	60104	....	....	....	....	....
bbls.	20836	144292	130432	129430	63281	54250	42885	38768	25514	32180
bbls.	6979	7499	6443	4614	3338	6187	2871	441	1665	4642
bbls.	1135	1356	2260	1356	305	414	195	180	400	249
bbls.	2379	3383	2757	4976	3606	1115	609	357	564	905
bbls.	2066	2413	2647	1818	....	....	....	....	....	....
bbls.	54	46	49	72	267	147	9	51	177	196
bbls.	1316	218	1154	445	140	157	427	611	214	855
bbls.	107638	53779	56587	48060	26201	216073	21499	6254	10565	26599
bbls.	309601	216060	412928	204443	244444	216073	120998	166071	130463	115580
bbls.	9988	6741	8800	2371	946	703	1067	1160	1823	531
bbls.	9749732	4076600	7792000	6814750	4051800	9744224	5090835	7192156	3474076	8939135
bbls.	231	86	604	1050	514	2133	106	324	95	1181
bbls.	1180	1104	1164	1465	2069	509	842	1040	563	178
bbls.	4364	2729	1939	1496	3219	1650	9290	31923	2925	4614
bbls.	3163	4103	4714	1588	3416	6591	1442	1345	1962	1891
bbls.	93109	93288	51816	65036	50920	....	....	....	....	....
bbls.	3633	6076	7399	2627	1932	150	66	300	587	83
bbls.	13	144900	361561	147000	114000	155000	537000	88000	140000	88000
bbls.	5679	2500000	136287	1165400	425000	736000	1000000	1700000	600000	1000000
bbls.	8255	7828	7243	6995	5071	937	200	748	135	73
bbls.	72806	71493	82435	91454	66855	53170	43827	28153	37588	28501
bbls.	3049	5309	7655	4992	3618	3835	912	1856	4069	1427
bbls.	1103	3799	4771	3008	3298	1226	280	1386	144	1533
bbls.	734	1951	2099	1903	1175	1009	993	912	654	263
bbls.	117104	97651	86947	83597	63345	73873	55857	29353	51580	44790
bbls.	2931	3071	2066	2342	2761	760	2363	2732	2859	2059
bbls.	403786	64756	86014	118248	134886	2621	63015	17280	2027	6422

VALUE OF PRODUCE OF THE INTERIOR.
A TABLE showing the receipts of the principal articles from the interior, during the year ending 31st August, 1846, with their estimated average and total value.

ARTICLES.	Amount.	Average.	VALUE. Dollars.
Apples,..... barrels	26775	\$2 00	53550
Bacon, ass'd, hhds. & casks	25213	40 00	1008520
Bacon, assorted,.... boxes	4272	23 00	98256
Bacon Hams, hhds. & tics	12092	45 00	544140
Bacon, in bulk,.... pounds	492700	41	20939
Bagging,..... pieces	96601	9 50	917710
Bale Rope,..... coils	56678	4 50	255051
Beans,..... barrels	16585	4 00	66340
Butter,.... kegs and firkins	44172	4 00	176688
Butter,.... barrels	1494	18 00	26892
Beeswax,..... barrels	1200	45 00	54000
Beef,..... barrels	30017	6 50	234110
Beef,..... tierces	26214	13 00	340782
Beef, dried,.... pounds	98200	6	5892
Buffalo Robes,.... packs	1031	55 00	56705
Cotton,..... bales	1053633	32 00	33716256
Corn Meal,..... barrels	3905	2 50	9762
Corn, in ear,.... barrels	358573	60	215143
Corn, Shelled,.... sacks	1166120	1 15	1341038
Cheese,..... boxes	57392	2 00	114784
Candles,..... boxes	10461	3 00	31383
Cider,..... barrels	135	3 00	405
Coal, Western,.... barrels	262400	50	131400
Dried Apples & Peaches "	1067	2 00	2134
Feathers,..... bags	4607	25 00	115175
Flaxseed,.... tierces	823	8 00	6584
Flour,..... barrels	837985	4 50	3770932
Furs, hhds. bundles & bxs	637	....	900000
Hemp,..... bundles	30980	10 00	309800
Hides,.....	112913	1 20	135495
Hay,..... bundles	71270	3 00	213810
Iron, pig,..... tons	108335	00	37905
Lard,..... hhds	4550	20 00	2250
Lard,..... bbls and tes	107639	16 00	172224
Lard,..... kegs	334969	3 00	1004907
Leather,.... bundles	2675	18 00	51750
Lime, Western,.... barrels	8387	1 00	8387
Lead,..... pigs	785394	2 50	1963484
Lead, bar,.... kegs & boxes	1431	13 00	18603
Molasses, (estimated crop) hds	3000000	19	1710000
Oats,..... bbls and sacks	269386	75	202039
Onions,..... barrels	6979	2 00	13958
Oil, Linseed,.... barrels	1135	28 00	31780
Oil, Castor,.... barrels	2379	19 00	45201
Oil, Lard,.... barrels	2606	19 00	49514
Peach Brandy,.... barrels	54	15 00	810
Potatoes,.... barrels	107058	1 50	160587
Pork,..... barrels	369601	8 00	2956808
Pork,..... hhds	9988	32 00	319616
Pork, in bulk,.... pounds	9740752	4	389630
Porter and Ale,.... barrels	231	5 50	1270
Packing Yarn,.... reels	1180	5 00	5900
Skins, Deer,.... packs	4364	20 00	87280
Skins, Bear,.... packs	64	15 00	960
Shot,.... kegs	3103	16 00	49648
Soap,..... boxes	3633	2 50	9082
Staves,..... M.	5679	26 00	147654
Sugar, (estimated crop) hds	186650	55 00	10263750
Spanish Moss,.... bales	2944	3 00	8832
Tallow,..... barrels	8255	18 00	148590
Tobacco, Leaf,.... hhds	57895	45 00	2605320
Tobacco, Strips,.... hhds	15000	\$100	1500000
Tobacco, Chew'g, kgs & bxs	3040	12 00	36480
Tobacco,.... bales	1105	2 50	2762
Twine,.... bundles & boxes	734	6 00	4404
Vinegar,.... barrels	225	3 00	675
Whiskey,.... barrels	117104	8 00	936832
Window Glass,.... boxes	2831	4 00	11324
Wheat,.... barrels & sacks	403786	2 00	807572
Other various articles—estimated at	5000000	....	....
TOTAL VALUE—DOLLARS	77193464	....	....
TOTAL IN 1844-45	57199122	....	....
TOTAL IN 1843-44	60094716	....	....
TOTAL IN 1842-43	53728054	....	....

EXPORTS OF SUGAR & MOLASSES, from New-Orleans, for

WHITHER EXPORTED.	1845-46.				1844-45.			
	SUGAR.		MOLASSES.		SUGAR.		MOLASSES.	
	Hhds.	Bbls.	Hhds.	Bbls.	Hhds.	Bbls.	Hhds.	Bbls.
New-York,.....	33068	2448	3002	17515	49442	6794	987	....
Philadelphia,.....	21804	2421	580	13925	21392	1422	241	....
Charleston, S. C.,.....	3412	1198	2	6328	4426	95	....	....
Savannah,.....	1062	65	..	2214	782	10	....	....
Providence and Bristol, R. I.,.....	..	..	579	280	..	..	147	....
Boston,.....	3298	1288	318	1402	6062	543	213	....
Baltimore,.....	9143	1672	185	5181	12564	480	54	....
Norfolk,.....	3997	1215	27	3767	4500	208	....	....
Richmond & Petersburg, Va., } Alexandria, D. C.,.....	175	..	..	428	201	..	9	....
Mobile,.....	5739	1020	10	13464	3534	668	7	....
Apalachicola and Pensacola,.....	1067	158	..	2039	836	102	....	....
Other Ports,.....	533	8	..	671	760	239	39	....
TOTAL—	83208	11493	4703	67214	104501	10561	1708	....

EAR ENDED AUGUST 31, 1846.

from New-Orleans, for five years, (up the river excepted) from 1st Sept. to 31st August.

1844-45.		1843-44.		1842-43.		1841-42.	
MOLASSES.	SUGAR.	MOLASSES.	SUGAR.	MOLASSES.	SUGAR.	MOLASSES.	SUGAR.
Hhds. Bbls.	Hhds. Bbls.	Hhds. Bbls.	Hhds. Bbls.	Hhds. Bbls.	Hhds. Bbls.	Hhds. Bbls.	Hhds. Bbls.
3002 17515	49442 6794	9875 34322	11422 217	1882 15744	31549	7285 28030	13620 405
580 13925	21392 1422	2418 11575	8478 697	354 4214	14474	708 1288	9091 4170
2 6328	4426 95	5610 1502	483	5467	1090	100 63	3986 614
2214	782 10	2686 483	1254	240	55	1640	313
579 280	1472 1051	475	55	576	106	345	347
318 1402	6062 543	2124 14221	217	1001	2814	976	4809 212
185 5181	12564 480	547 10943	5492 42	586 5231	8660	663 1162	8459 6504
27 3767	4500 208	96 6029	562	2039	610	28	947 364
428 201	95 84	280	1	1581	2337	216	2316 1419
10 13464	3534 668	76 5218	3257 17	2836	3011	375	3313 750
2039 838	102	1795 1070	548	2440	565	306	2260 517
671 760	239 391	881 42	22 112	750	102	800	1369 303
4703 67214	104501	10561 17094	94415	34395	1544	3409	42962 66044
							2280 12366
							66901 29334
							2232 9314
							57165

arks, Brigs, Schooners and Steam Boats, for five years, from 1st Sept. to 31st August.

1844-45.		1843-44.		1842-43.		1841-42.	
Ships..	Boats..	Ships..	Boats..	Ships..	Boats..	Ships..	Boats..
26 9 12	55 120	22 7 14	25 70	104 16 7	9 15	47 124	15 8 6
69 16 14	6 105	165 55 13	21 114	178 53 10	27 15	105 145	58 9 34
74 25 29	22 156	233 117 36	53 36	242 309 124	35 30	35 224	185 110 19
39 37 29	188 289	81 43 49	57 230	309 67 41	49 38	195 266	72 27 34
118 48 57	46 271	279 65 24	42 47	178 292 39	28 54	35 156	285 47 24
52 44 56	52 204	272 73 32	37 40	182 278 47	30 77	70 224	246 51 17
93 40 62	45 244	281 69 25	40 38	172 270 75	50 95	83 303	240 61 26
78 34 48	34 194	242 82 29	54 39	204 262 60	25 82	79 246	321 52 21
32 19 12	25 88	228 46 22	30 32	130 236 165	25 47	50 230	220 71 21
52 12 6 14	84 168	29 16 16	25 86	188 57 16	38 45	156 175	35 18 15
23 8 12	51 154	10 5 12	10 37	120 24 7	7 34	72 127	17 2 17
3 10 11	42 99	16 4 8	13 41	103 12 6	17 25	60 90	10 6 9
718 297 351 316	1682 2530	665 256 376 389	1686 2570	679 283 532	524 2018 2324	599 198 279 327	1603 2132

COMPARATIVE PRICES OF Sugar on the Levee.

On the first of each month, for Five Years.

	1845-6	1844-5	1843-4	1842-3	1841-2
	Cents.	Cents.	Cents.	Cents.	Cents.
Sept....	6 @ 6 1/2	5 @ 6 1/2	6 1/2 @ 6 1/2	2 @ 4 1/2	4 @ 6 1/2
Oct....	6 @ 7 1/2	5 @ 6 1/2	6 @ 7 1/2	4 @ 6 1/2	4 @ 7 1/2
Nov....	5 @ 7 1/2	4 @ 5 1/2	5 @ 6 1/2	3 @ 6 1/2	4 @ 7 1/2
Dec....	4 @ 6 1/2	3 @ 5 1/2	4 @ 6 1/2	3 @ 4 1/2	4 @ 6 1/2
Jan....	4 @ 6 1/2	2 1/2 @ 5 1/2	4 @ 7 1/2	3 @ 4 1/2	4 @ 6 1/2
Feb....	4 @ 6 1/2	2 1/2 @ 5 1/2	5 @ 7 1/2	3 @ 5 1/2	3 @ 5 1/2
March...	4 @ 6 1/2	3 @ 5 1/2	5 @ 7 1/2	3 @ 5 1/2	3 @ 5 1/2
April....	4 @ 6 1/2	5 @ 6 1/2	5 @ 7 1/2	3 @ 5 1/2	3 @ 5 1/2
May....	4 @ 6 1/2	5 @ 6 1/2	5 @ 7 1/2	3 @ 5 1/2	3 @ 5 1/2
June....	4 @ 6 1/2	4 @ 6 1/2	6 @ 4 1/2	5 @ 5 1/2	2 @ 5 1/2
July....	4 @ 6 1/2	4 @ 6 1/2	6 @ 4 1/2	5 @ 5 1/2	2 @ 5 1/2
August...	4 @ 7 1/2	5 @ 7 1/2	4 @ 6 1/2	5 @ 6 1/2	2 @ 4 1/2

COMPARATIVE PRICES OF Molasses on the Levee.

On the first of each month, for Five Years.

	1845-6	1844-5	1843-4	1842-3	1841-2
	Cents.	Cents.	Cents.	Cents.	Cents.
Sept....	24 @ 27	26 @ 28	18 @ 21	10 @ 12	20 @ 23
Oct....	21 @ 24	24 @ 26	23 @ 24	9 @ 11	20 @ 25
Nov....	21 @ 22	20 @ 21	14 @ 20 1/2	11 @ 17	18 @ 26
Dec....	20 @ 21	20 @ 21	14 @ 20 1/2	11 @ 17	18 @ 26
Jan....	21 @ 21 1/2	16 @ 17 1/2	22 @ 23	12 @ 13 1/2	17 @ 18
Feb....	21 @ 21 1/2	14 @ 16	22 @ 23	13 @ 14	16 @ 17
March...	22 @ 23	20 @ 21	23 @ 24	11 @ 12 1/2	16 @ 17
April....	25 @ 25 1/2	25 @ 26	23 @ 25	15 @ 16	14 @ 15
May....	23 @ 23 1/2	24 @ 27	25 @ 26 1/2	15 @ 16	10 @ 14
June....	18 @ 22	18 @ 27	24 @ 25	17 @ 19	13 @ 16
July....	15 @ 20	20 @ 27	24 @ 26	19 @ 22	12 @ 14
Aug....	15 @ 21	26 @ 28	25 1/2 @ 26 1/2	20 @ 22	11 @ 13

COMPARATIVE PRICES OF Mess and Prime Pork.

On the first of each month, for Five Years.

	1845-6	1844-5
	Mess.	Prime.
Sept....	17 @ 17 1/2	13 @ 13 1/2
Oct....	16 @ 16 1/2	11 1/2 @ 12 1/2
Nov....	14 @ 14 1/2	10 1/2 @ 11 1/2
Dec....	15 1/2 @ 16 1/2	13 1/2 @ 14 1/2
Jan....	15 1/2 @ 16 1/2	13 1/2 @ 14 1/2
February..	10 1/2 @ 11 1/2	9 1/2 @ 10 1/2
March....	10 1/2 @ 11 1/2	9 1/2 @ 10 1/2
April....	11 @ 11 1/2	9 @ 10 1/2
May....	10 1/2 @ 10 1/2	8 1/2 @ 9 1/2
June....	9 1/2 @ 10 1/2	7 1/2 @ 8 1/2
July....	9 @ 9 1/2	7 @ 7 1/2
August....	8 1/2 @ 9	6 1/2 @ 7 1/2

COMPARATIVE PRICES OF Corn, in sacks.

On the first of each month, for Five Years.

	1845-6	1844-5	1843-4	1842-3	1841-2
	Cents.	Cents.	Cents.	Cents.	Cents.
Sept....	40 @ 42	43 @ 44	42 @ 43	33 @ 34	60 @ 63
Oct....	35 @ 38	40 @ 40	37 @ 40	32 @ 33	62 @ 70
Nov....	45 @ 50	43 @ 45	34 @ 35	30 @ 31	52 @ 55
Dec....	40 @ 42	34 @ 37	43 @ 45	45 @ 47	50 @ 55
Jan....	55 @ 63	37 @ 38	36 @ 38	34 @ 35	50 @ 53
Feb....	40 @ 50	38 @ 40	42 @ 43	32 @ 33	44 @ 47
March...	47 @ 52	40 @ 41	35 @ 35	28 @ 30	40 @ 42
April....	42 @ 50	35 @ 36	40 @ 42	35 @ 36	37 @ 37
May....	40 @ 50	35 @ 38	40 @ 41	35 @ 40	30 @ 33
June....	35 @ 40	28 @ 32	33 @ 35	34 @ 35	30 @ 31
July....	35 @ 32	30 @ 34	40 @ 42	42 @ 42	32 @ 33
August...	30 @ 35	34 @ 36	40 @ 45	40 @ 42	33 @ 36

COMPARATIVE RATES OF Exchange on London, Paris & New-York.

On the 1st of each month for three years past. (60 day bills.)

	1845-6.	1844-5.	1843-4.
	London.	Paris.	New York.
Sept.	9 1/2 5 26	9 1/2 5 28	8 1/2 5 25
Oct....	8 1/2 5 31	8 1/2 5 31	8 1/2 5 30
Nov....	8 1/2 5 32	8 1/2 5 31	8 1/2 5 40
Dec....	6 1/2 5 37	8 1/2 5 27	6 1/2 5 40
Jan....	7 1/2 5 36	8 1/2 5 30	7 1/2 5 40
Feb....	6 1/2 5 37	8 1/2 5 28	7 1/2 5 37
Mar....	6 1/2 5 37	8 1/2 5 30	6 1/2 5 41
April....	7 1/2 5 35	7 1/2 5 31	6 1/2 5 37
May....	7 1/2 5 31	8 1/2 5 27	8 1/2 5 25
June....	7 1/2 5 40	9 1/2 5 28	8 1/2 5 25
July....	6 1/2 5 42	9 1/2 5 30	8 1/2 5 27
Aug....	7 1/2 5 41	10 1/2 5 27	9 1/2 5 25

COMPARATIVE RATES OF Freight, On Cotton and Tobacco to Liverpool, Havre and New-York, on the first of each month, for the past two years.

	1845-16.	1844-15.
	Liverpool.	Havre.
Sept'r..	9-16	1 ct. 1/2
Oct'r..	9-16	1 1/2
Nov'r..	9-16	1 1/2
Dec'r..	9-16	1 1/2
Jan'y..	7-16	7-16
Feb'y..	7-16	17-32
March..	1, 1-16	7-16
April..	1, 1-16	7-16
May....	1 1/2	9-16
June....	1 1/2	13-32
July....	9-16	1 1/2
Aug'st	17-32	9-16

TOBACCO—PER HOGSHEAD.

	1845-6	1844-5	1843-4
	Cents.	Cents.	Cents.
Sept'r..	37a. 6d	310 00	35 00
Oct'r..	40 0	6 00	37a. 6d
Nov'r..	37 0	4 25	37a. 6d
Dec'r..	40 0	5 25	38a. 6d
Jan'y..	37 6	5 00	45a.
Feb'y..	37 6	—	—
March..	37 6	—	—
April..	—	7 25	—
May....	38 6	7 25	35a.
June....	55 0	—	35a.
July....	45 0	8 00	33a.
Aug'st	42 6	6 00	35a.

FOREIGN MERCHANDIZE. Direct Imports of Coffee, Sugar & Salt.

For three years—from Sept. 1 to Aug. 31.

	1845-6	1844-5	1843-4
	Cents.	Cents.	Cents.
COFFEE, Havana,....bags	10899	4094	52857
COFFEE, Rio,.....bags	215031	167669	161082
SUGAR, Havana,....boxes	5442	3473	10153
SALT, Liverpool,....sacks	259481	361486	302350
SALT, Turks' Id., &c.,....bu.	110849	518407	309650

COMPARATIVE ARRIVALS, EXPORTS AND STOCKS OF COTTON AND TOBACCO.

At N. Orleans, for ten years, from Sept. 1, to August 31.

YEARS	Arrivals Exports	Stocks	Arrivals Exports	Stocks
1845-46	1033633	1054857	6352	72896
1844-45	979238	984616	7856	71493
1843-44	910854	805375	12604	82435
1842-43	1098642	1088870	4700	92509
1841-42	740155	749267	4428	67555
1840-41	822870	841288	14490	63170
1839-40	954445	946320	17867	43827
1838-39	576014	570179	10308	38153
1837-38	742720	738013	9570	57588
1836-37	605813	598969	20678	28501

STATEMENT OF COTTON.

Stock on hand 1st September, 1845, Bales	7556
Arrived since the 30th ultimo,.....	522
Arrived previously,.....	105311
Total Receipts for 12 months,.....	1053633
Exported since 29th ultimo,.....	4012
Exported previously,.....	1050845
Total Exports for 12 mo's,.....	1054857
Stock on hand 1st September, 1846—Bales	6332

STATEMENT OF TOBACCO.

Stock on hand 1st September, 1845, Hhds.	7673
Arrived since 30th ultimo,.....	96
Arrived previously,.....	72800
Total Receipts for 12 months,.....	72896
Exported since 29th ultimo,.....	2753
Exported previously,.....	59292
Total Exports for 12 months,.....	62045
City consumption, baling, &c.,.....	600—62645
Stock on hand 1st September, 1846—Hhds.	17924

IMPORTS OF SPECIE, For three years, from 1st Sept. to 31st Aug.

1845-6.....	61,872,071
1844-5.....	2,249,138
1843-4.....	7,748,793

LOUISIANA SUGAR CROPS.

IMPORTS OF SPECIE.	
<i>For three years, from 1st Sept. to 31st Aug.</i>	
1845-6.....	\$1,872,071
1844-5.....	2,249,138
1843-4.....	7,748,723

LOUISIANA SUGAR CROPS.	
Crop of 1845, 186,620 hhd.	Crop of 1837, 65,000 hhd.
" 1844, 200,000 "	" 1836, 70,000 "
" 1843, 100,000 "	" 1835, 30,000 "
" 1842, 140,000 "	" 1834, 100,000 "
" 1841, 90,000 "	" 1833, 75,000 "
" 1840, 87,000 "	" 1832, 70,000 "
" 1839, 115,000 "	" 1831, 49,000 "
" 1838, 70,000 "	" 1828, 88,000 "

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city of Lafayette, which joins our Second Municipality, has exhibited the most marked evidences of advancement and prosperity. It is a corporation, and has lately been urgent to be made a port of entry.— We learn from the annual report of the Financial Committee presented on the 10th November last, that the total indebtedness of the city, is \$145,839 54. The Committee thus refer to the Carrollton Rail Road Company.

The Bank Charter of the Carrollton Railroad Company will expire in 1883; but the privilege granted by the city of Lafayette, to run the branch through Jackson street, will terminate in 1854. The annual income derived by the present stockholders from this portion of the road, is believed to be equal, if not greater than the whole amount of interest on the debt of our city; and should the increase of travel in future be in the same ratio that it has been in past years, it may safely be presumed that the Company will be willing to give a liberal compensation, with the view of extending their present privileges on Jackson street, for a period of twenty-nine years longer, or until the final expiration of the charter of the bank in 1883. Taking into consideration the large revenue accruing from this section of the road, and the prospective augmentation in the receipts, your committee has little hesitation in avowing, that the extension of the privilege in question, over so long a space of time, ought to result in adding to the coffers of the city treasury a sum of several hundred thousand dollars.

The state of education would appear to be promising.

The system of Public Education, which was so successfully adopted by our predecessors, makes large demands upon the treasury. This branch of expenditure your Committee believe to be administered with proper economy, and that the results are highly satisfactory to the people. The disbursements on account of Public Schools (exclusively of payments for school houses and lots) will probably exceed \$6,250, while the sum received from the State is only \$800 per annum. As the number of scholars in attendance now exceeds 650, and there are several hundred in the rear of the city unprovided for, your Committee would recommend that application be made to the Legislature for such portion of the public money as we may be entitled to, from the number of scholars in attendance.

The Report is thus concluded.

Your Committee congratulate your honorable body, and our fellow-citizens, on the unprecedented increase of population, and other evidences of prosperity abroad in our city—probably no period in our history as a city has been so productive of these elements as the past year. Relying on the advantages of our commercial position, on our State and national legislatures to extend to us such just rights and privileges as are common to other cities; on an enlightened and prudent legislation on the part of our city authorities; and above all, on the energy and industry of our fellow-citizens, we shall go forward in our career of wealth and prosperity.

We have now with as much elaboration as the space to be occupied would admit, exhibited the great and rapid progress of the American States in commercial rank and importance. There were many divisions of the subject which we would gladly have considered in much greater detail, so abundant was the material before us, but there will be time

enough for this in the future. The plan of our publication embraces everything, in any, even the most distant manner, connected with the commerce of the Union, and more particularly with that of the South. The subject is inexhaustible, and no amount of pains and labor can be conceived, in the estimation of judicious thinkers, wasted, which is applied to its elucidation. May we not hope also, to elicit in such a service, the labor of pen's far abler than ours. Could they be better employed?

In no manner can the condition of America be regarded, without the conviction that a high destiny is reserved for her in the future. The elements of our prosperity have been scarcely developed, and yet our rank as a commercial nation is already second in the world. Every year new channels of trade are opened to our enterprise, and new and valued staples to our industry. Many of the most marvelous discoveries of the age have originated with us, and certainly the greater portion of the ingenius. It is true that we are not a literary nation—not a scientific one, and have yet done comparatively little for the intellectual advancement of man; but he who is at all surprised at this has studied little the subject. Man's physical nature and physical wants are first in the order of time. He must live—he must amass the means of comfortable subsistence, he must provide for the future, and place himself and family beyond the reach of ordinary mishaps and necessities. This will always be the business of a people in their infancy. It has been that of nations before us—it has been ours. If we have been absorbed in the pursuits of gain, it was, that gain was to us every thing. With no other stock in trade but her industry and her enterprise, it were madness to expect success for America otherwise, than in undivided and unremitting labour. We have bestowed this, that we may hereafter be enabled to bestow it less; and as wealth and capital accumulate, and large classes are liberated from the concerns of daily practical life, so there will grow up in America a highly polished, refined, intelligent, literary and scientific community, capable of extending the area of knowledge, of elevating the national character, of uniting in that holy communion of scholars in all ages and countries, who have dignified and exalted human nature.*

Though philosophy and science be not hers, the mission of America has not been vain. She has originated and perfected a political system which all the world, except kings and despots, reveres, emulates, imitates,

* Some of the older cities of our Union, are even now taking rank in the world of letters. We have heard Boston more than once entitled the "*Athens of America*," and with hardly less propriety, we have heard another city dignified in the same manner—the one that produced Legaré.

but has not equalled. Political and religious freedom are the two cardinal doctrines of our faith, and they have been enforced upon mankind by our precept and example rather than at the cannon's mouth, in blood and in slaughter. Can any man conceive how much of the regeneration of Europe has resulted from the movement of America? What Franklin said of the French, is true of all their neighbors, they but served apprenticeship to liberty in America, to go home and set up for themselves. May God watch over us that we err not.

To our brethren of the South and West a parting word. You are favored with a genial climate, a fruitful soil, and a character which though wanting in many of the elements of activity and enterprise, yet certainly is not wanting in any of the qualities of mind and nature even higher than these. You are agriculturists, and to a large extent must continue so. This is a source of inexhaustible wealth. Agriculture and commerce are twin sisters. They effect you equally, enriching or impoverishing. These sisters ought not be unnaturally divided. They have been so among you, but shall they not be united, and embrace each other again? The products of your teeming fields furnish nearly the whole mass of American exports, and purchase the imports of the country. If there be a profit to be realized upon these sales and purchases, who are better entitled to it than yourselves? Commerce is the sum of these profits. It will build up your cities and towns; it will educate your people; it will give you rank, wealth and importance; it will break the shackles of your *dependence* upon others, and give influence and prosperity beyond example. Have you had these? Are you prepared for these? Do you desire these? **WILL YOU NOT THEN FOSTER COMMERCE!**

ART. II.—OUR ARMY IN MEXICO.

There is no more impressive or important lesson taught by history, than that the liberties, integrity, and independence of nations, cannot be preserved without such a military establishment, and organization, as the improvements in the arts of war, and the forces of the surrounding territories require. "Blessed be the Lord, my strength, who teachest my hands to war, and my fingers to fight," says the inspired Psalmist. The prophet king addressed this psalm of thanksgiving to the most high, not for the skill he possessed to use the sling or the sword, but for having been endowed with a military genius, that enabled him to protect his people from the assaults of the warlike tribes, which

surrounded Israel at that day. We admit that war is one of the greatest of evils; but it is only to be averted by constant preparation to meet and repel the attacks of unjust or ambitious neighbors. Its source is in the evil passions of our nature; hatred, jealousy, ambition, thirst of power, love of conquest, have from the earliest ages led to wars, and it became necessary to combine, and assemble for the common defence immediately after the people of the earth were scattered and formed into separate communities. From that period the art of war has been cultivated and improved, and military science has at all times proved a mighty element in the destinies of nations.

Greece preserved her independence, and the integrity of her possessions by her superior military organization and discipline that grew out of the necessity of self-defence. They enabled her to repel and defeat the multitudinous forces of the Persians at Marathon, Plataea, and Mycale, and they themselves were finally vanquished by the superior military organization, introduced by Philip of Macedon. The Greeks relied altogether upon their militia both in their offensive and defensive wars, whereas Philip incorporated the hardy mountaineers of Macedonia into a permanent force; and with this standing army highly improved and disciplined, he succeeded in trampling upon the liberties of Greece. With this army, his son Alexander, excited by an inordinate love of glory, and unexampled lust of power and dominion, afterwards conquered the world.

The Roman army was yet more perfect; by the superior excellence of its organization and discipline, Rome spread her conquest over the universe. We are inclined to believe, however, that this perfection of organization and discipline was not reached until after the successful invasion of their country by the Carthaginians. Their disasters in Italy gave them experience, and the severe lessons they received at Trebia, Thrasimenus, and Cannæ, taught them to conquer Carthage in Africa. In pursuing the history of this great republic, we shall find its final overthrow preceded by the disorganization of its military power: the army degenerated into a feeble militia, incapable of defending the country against the barbarians, by whom Rome was successively overrun and destroyed. For a long period of time after the downfall of the Roman empire, the feudal system prevailed, and armies were made up of feudal barons, and feudal militia, until in the fifteenth century, France established the first standing army, which enabled Charles the eighth, to conduct his military operations with vigour and success.—The example of France was of necessity soon imitated throughout Europe, and every independent nation had its paid troops. The only instance we know, of an armed people at that period, arraying them-

selves against well disciplined forces, and finally overcoming them, and conquering their liberties, is the struggle which took place in the Netherlands, where that indomitable people opposed the best disciplined army of Europe. Their hatred of tyranny and oppression, led them to resist this formidable array of power, while their hope of achieving their freedom supported them under all the reverses and disasters of this protracted war, and induced them with fortitude to endure the cruelties and persecutions of the victors, until they had received such lessons in the art of war as placed them on a footing with their enemies, and enabled them to drive the Spaniards out of the low countries. This is not to be regarded as an instance of valour, and numbers overcoming discipline and perfect military organization, for the contest lasted more than forty years, and the Flemings were not successful until after they had organized their forces in a manner equal, if not superior to that of the Spaniards.

The Swedes under Gustavus Adolphus, and Charles XII, showed what disciplined valour can do against the brute force of numbers; and the great Frederick of Prussia gave to the world a memorable example of what may be effected by superiority of organization directed by military genius. Guibert says that "his science and the faults committed by his opponents counterbalanced the disparity of forces."—The high discipline of his troops, and his great skill as a commander, bore him triumphantly through the seven years war against a host of enemies, without losing a foot of territory, and established the superiority of the Prussian army, which thenceforth became a model for the imitation of all Europe. It is true that these armies were vanquished by the numbers and enthusiastic valour of the French troops at the commencement of the revolution. But the extraordinary energy and activity of the revolutionary government of France, had succeeded in raising the incredible number of 1,200,000 men, and had at one time in the field 700,000 soldiers. These conscripts were animated by an enthusiasm, which rendered them irresistible in battle. The successes of the French were purchased at a frightful sacrifice of life, until their commanders and officers acquired by experience a better knowledge of the art of war, and the men, the habits and discipline of veterans. At the close of the first struggle, which terminated with the peace of Amiens, the army registers showed an actual loss of three millions of French soldiers. Their subsequent victories were due to the pre-eminent perfection of their military organization as well as to the remarkable genius of their chief.

But although the history of all the wars which have desolated the earth, show the vast advantages of military organization and skill, there

is no more striking example of this truth to be found than what has passed in our own times in the East. The Chinese with a population of not less than 150,000,000, an agricultural and manufacturing people, generally acquainted with the sciences, although ignorant of that of war, have been subdued by a nation situated many thousand leagues off, and forced to submit to a disgraceful peace. The Chinese armies were numerous, and not devoid of courage, but they were as destitute of order and discipline as their commanders and officers were of military science.

Again the successes of the English in the East Indies, show most conclusively the superiority of discipline over numbers and valour: for a very large proportion of the British forces consist of Sipahis, troops of the country, but disciplined and commanded by British officers.—“*Exercitata paucitas ad victoriam promptior est: rudis et indocta multitudo, exposita semper ad cædem.*”

The events of the two wars in which we have been engaged are familiar to us all, and every reflecting man must be convinced that a more complete and perfect military organization would have spared us some disgraceful defeats, and saved the nation a needless expenditure of blood and treasure. During our revolutionary struggle we were compelled to enlist the science of foreign officers to organize our forces, and conduct our sieges; and in the last war our expenses were greatly augmented, while our armies suffered the severest hardships and privations from the defective organization of the staff and commissariat.

The experience gained in those wars convinced the nation of the necessity of providing some means of educating American officers at home, and the wisdom of Congress founded the military academy at West Point. We are now reaping the advantages of this forecast. In the brilliant actions fought by our gallant army on the Rio Grande, the cadets of the military academy gave signal proofs of their superior training. Courageous conduct in battle is always a consequence of complete military education. Vegetius, the author already quoted, says: “*Scientia enim rei bellicæ, dimicandi nutrit audaciam. Nemo facere metuit quod se bene didicisse confidit*”; the truth of which we see exemplified in the coolness, skill and courage displayed by the officers educated at West Point in their first field.

The superiority of our arms over the Mexicans ought not to mislead us. Our military organization is inferior to that of the best armies of Europe. This arises in some measure from the army having been for so long a period separated into small detachments—a practice subversive of discipline. The composition of our forces too is defective. Four companies of horse artillery and two regiments of cavalry bear

no proportion to the number of men we have in the field ; and yet this is the description of troops we most require in our country where rapid movements and concentrated force are so necessary ; and flying artillery and cavalry cannot be formed without great practice and steady drill. It is a mistake to suppose that because men are mounted on horseback, they form a body of cavalry. They want the precision and unity of movement which gives impetus to regular cavalry, and renders them so formidable in action. The horses of our volunteers transport them from place to place, and might enable that description of force to follow and overtake a routed enemy ; but these advantages are more than counterbalanced by the enormously increased expense they occasion to the country. As the war in which we are now engaged burst upon the government unexpectedly, we ought not to criticise the defects of arrangement, which have cost us so dear in men and money. Why collect means of transportation on the Rio Grande, when it was not expected that the American army would be required to do more than peaceably occupy the left bank of that river ? Why send the whole of our flying artillery and the most efficient of our troops to reinforce Gen. Taylor, when it was supposed that the Mexicans would offer every where but a feeble resistance, and sue for peace on the first reverses they met with ? But as we are awakened from this dream of easy conquest, it behoves us to provide the most efficient means of conducting the war to a successful issue. We have before us too, probably a long contest to be carried on in a country peculiarly defended by nature. A line of lofty mountains running along the coast on either side, form barriers difficult to surmount and easy to defend ; a very boisterous sea in the winter months without harbours for ships of war, and a pestilential shore during the summer solstice constitute the difficulties on our flanks. In front we have a long line of operations, the longest we know of in modern warfare through a country deficient in supplies ; and a people to be subdued, who, whatever may be their internal dissensions, are united against the common enemy. Let us not neglect the lessons of history. The Romans, the Russians, and the Americans, were taught the art of war by their invaders ; national armies may be beaten but not destroyed, they rise from defeat more cautious and better prepared for defence ; their country may be overrun and yet not conquered. Mexico will shortly possess all the advantages of a federal Republic. Every State while it provides for the general defence will organise its own means of resistance, and the capital may then be occupied by us in the midst of insurrectionary States, and surrounded by a people in arms. A remarkable example of the difficulty to be encountered in conquering such a people is passing before our eyes in Algeria, where the skill and

valour of the French troops are baffled by the Arabs ; after so many years of war the French have conquered only the space of country occupied by their troops. We have penned these pages with no view of discouraging our countrymen. Brave men know full well that dangers can only be averted or overcome by steadily looking them in the face. Our object has been to call public attention to the defective organization of our military establishment. The English armies were successful in Spain, but what waste of life was occasioned by the defective composition and arrangement of their besieging trains and engineer Department. The nation rejoiced in the glory of its arms ; but the government wisely calculated the cost of blood and treasure, and reformed those defects. Let us do so with our army before these defects cost us too dear. This war has, we fear, entailed upon the nation the necessity of supporting a larger military force than heretofore. We shall have more territory to occupy, and a wider extent of frontier to protect ; and we shall have converted an innocent, if not a friendly neighbor, into an implacable, if not a dangerous, enemy.

Nor did we mean by these observations to disparage the valour and conduct of our volunteers. The patriotism and gallantry they evinced in pushing to the rescue when our army was supposed to be in danger, will long be remembered with gratitude by the nation ; while the enthusiastic valour they displayed at the storming of Monterey, entitle them to our respect and admiration. With a full understanding of their character and worth, and a just appreciation of their energy and courage, we deprecate their exposure to carnage in an offensive war. Gen. Taylor accounts for his severe loss at Monterey by the rashness and impetuosity with which his men rushed to the assault. The best and the bravest will perish. Useful citizens, accomplished artisans, men with families dependant upon their exertions for support, will fall, and the land will be filled with mourning. We are more convinced than ever that no nation, whatever may be its resources in men and money, can long carry on an aggressive war with volunteer forces, or with a majority of its troops composed of volunteers, who have for the most part to be drilled and disciplined in presence of the enemy.

ART. III.—SEALED INSTRUMENTS.

The common law, following a custom, the reason for which no longer exists, recognises a distinction between sealed and unsealed instruments, for which, we believe, there remains no necessity. This distinction in some of the States of the Union, secures the preference of the sealed, over the unsealed contract, and in all of them, we think, affects the

question of prescription. A seal also governs the form of action, and is essential to convey lands.

The forms of ancient jurisprudence come down to us, sanctioned by such excellent reasons, that generally, we are not disposed to disturb them: certainly not in any case where the slightest principle of usefulness, or even of well ordered formulæ are found to require them. But it seems to us, that there should be a reform of the law with respect to the matter of sealed and unsealed personal contracts.

Seals were used originally as a means merely, of indicating the person, who as a witness or party subscribed a contract. The Saxons at first used a sign, most often that of the cross, and sealing was introduced by the Normans, when these latter first settled in France. They used sealing without writing their names, and one of the Saxon kings confesses that he was compelled to do so, because he could not write. Even when writing became common, the custom of sealing or of making a sign was followed; and it was usual to adopt a symbol of the coat of arms or banner of the party. All the writings of those times were drawn by clerks, and the names of parties and of witnesses, were written by the conveyancers; and the seals or signs of the grantor, or of persons attesting his act, were but evidences of the particular act. The steps by which this mode of identifying the act or signature of the party was reached, indicate to the antiquarian, that still ruder means of attaining the same end, previously existed.

Deeds in earlier ages were verbal; though to authenticate them was a matter of more importance than either their form, or mode of execution. It was therefore necessary, that some means should be adopted to render the proof of their execution permanent. This was effected by requiring them to be executed publicly, and in the presence of witnesses; and the seal or sign of the party and of the witnesses, was but the evidence of what was done by either. As early as the period of which Homer writes, witnesses were called, to prove what had been done. On the shield of Achilles was represented a contest as to a murder, in which both parties called witnesses. Contracts between individuals of ruder societies were proved by ruder means. In some a debt was established by a piece of notched wood.—It was cut in two, the debtor retaining one, the creditor, the other. On the payment of the debt, the debtor received the fragment before held by the creditor. This was the original of an indented covenant, and of a release; simple indeed, but equal to the wants of these plainer times. But when, by reason of increasing population and growing wants, the engagements of men became more complex, it was necessary to use more solemn forms. It was then that deeds began to be executed with various formalities, and

the names of parties and of witnesses began to be evidenced by signs and seals. Though these deeds were in writing, yet there were but few persons, out of a great number, capable of drawing them; and therefore, as we have seen, it was usual for the draughtsman to write out the names of both witnesses and parties. We can easily see why, in such times, when education was confined to a few persons, and society was in a most unsettled state, an instrument conveying property, or evidencing an engagement, should be regarded as of higher grade, when exhibiting the seals of the parties, and other required ceremonials. In such cases, the seals were the best, often the only tests of the action of the persons contracting; but subsequently, when writing was more general, the necessity for such modes of attestation, was obviated; and certainly at this time, when nearly every person can sign his name, the practice of sealing a paper does not rest upon the reason, originally inducing it. Very generally, a writing is understood to import a consideration, and a signature cannot be impeached, except by a plea under oath.

The keeping up of a distinction between sealed and unsealed instruments, confers, so far as we have observed the matter, no benefit, but is the occasion of positive evil. Thus, one creditor takes a note with a seal, one without: The first sleeps on his right to sue, sixteen years, the other is barred of his action in six. If the debtor dies, the first has, in some places, his debt preferred, and if the estate is only capable of paying that debt, the other is wholly deprived of his. The debts may be of equally meritorious character; but the preference and superior right in favor of one, arises from a mere casual event, often dictated by a neighborhood custom. Why should a higher grade be attached to a sealed paper, than is given to one unsealed, when the debt stipulated to be due, or the duty to be performed is of identically similar character? Does any principle of public policy or of personal security demand it? Does it tend to put a creditor to any diligence which the law should encourage? We think not. There is truly some reason in requiring deeds conveying lands to be sealed, because lands are of more value than personal estate, and perhaps it is, the duty of the law to throw restrictions around their sale. But in the instance we have put, the superior right or preference depends on nothing but the insertion of "Witness my hand and seal," and the bit of wax or scrawl following the name. Even this too sometimes depends on the capricious wording of a statute. In Alabama, there exists a statute, declaring that an instrument professing on its face to be a sealed paper, shall be taken as such, whether the scrawl or seal be affixed or not. Under this statute it has been held that, a scrawl or seal, without the words "Witness my hand and seal" &c.,

would not raise the paper to the dignity of a sealed instrument. So that then at least, no great importance is attached to a seal, as such.

With all deference therefore, to the sacred antiquities of the law, we must express our belief, that the distinction we have been considering, should be abolished, at least so far as engagements for the sale of personal estate, or for personal services, or money transactions are concerned. These contracts would become, of themselves, more simple, and the remedies for their enforcement less complicated. The advocate would not be embarrassed amidst the intricacies of the three several actions of assumpsit, debt, and covenant, in seeking to recover for a breach of an obligation, embracing perhaps the same duty, but only varying in the form of signing a name. Nor would the defence of the defendant be subject to the difficult rules of pleading incident to debt and covenant. In debt he is compelled to plead almost every matter of defence specially; in covenant, he is in danger of falling into a pit, at every step, when negating the breaches, which the sagaciously drawn declaration alleges to entrap and delude him. The beautiful and chaste system of Roman law did not recognise these embarrassing distinctions. The nature of the contract was declared in perfect simplicity, and the form of action for its enforcement had relation to that nature, rather than to its form. The common law action of assumpsit, with us, is adequate to all the demands of a remedy upon such transactions. It covers every ground necessary to enforce a contract; and its simple general plea embraces every species of defence. Every writing therefore, in our humble judgment, which merely contemplates the performance of a personal duty, or the payment of a sum of money, or providing for the sale of moveable property, should be declared to have the force and effect of a promissory note, whether under seal or not—on which the actions of assumpsit should be maintainable; and with respect to which, there should be no preference in dividing the assets of a debtor, and no difference in the right of prescription.

ART. IV.—DEPOSITS OF THE MISSISSIPPI AND CHANGES AT ITS MOUTH.

We have been presented by Professor Riddell, at our solicitation, with the manuscripts of the Report prepared by him to be read before the Society of American Geologists, and a letter furnished by him to Professor Lyell upon the subject of the sedimentary deposits of the Mississippi. We regard the subject as of deep interest and importance, both as a matter of scientific research and of practical utility. The changes going on at the mouth of the Mississippi cannot be unimportant to our commerce. The remark has been made by some one, that in a remote age our shipping

will leave the river on entering the Ocean somewhere between Florida and the West Indies. But, however this may be, we publish the investigations of Professor Riddell which have not yet appeared in print.

To the Association of American Geologists and Naturalists.

GENTLEMEN :—At your convention is 1845, you named me as one of a committee of three, to ascertain the amount of sediment carried into the sea by the Mississippi river; the result to be reported to you in 1846. The other members of the committee residing at a distance, I have been unable to profit by such a co-operation with them as would be desirable. What I can present you, will be mostly my individual observations, as yet, necessarily incomplete, inasmuch as they extend through only a part of the year. I am of the opinion however, that the general average amount of sediment, the year through, and one year with another, will not be found to vary essentially from the mean result which my observations give.

The following table embraces the results of experiments upon Mississippi water, taken at intervals of three days, extending from May 21 to August 13, 1846. The water was drawn up in a pail from a wharf near the mint, where there is considerable current. Its temperature was observed at the time, and the height of the river determined. Some minutes afterwards, the pail of water was agitated, and two samples of one pint each measured out. The glass pint measure was graduated, by weighing into it at 60° Fahr. 7295.581 grains of distilled water, and marking the height with a diamond.

From the pint samples of water, after standing a day or two, most of the matter mechanically suspended, would subside to the bottom of the containing vessels. Near two-thirds of the clear supernatant liquid was next decanted, while the remaining water along with the sediment, was in each instance, poured upon a double filter, the two parts of which had previously been adjusted to be of equal weight. The filters were numbered and laid aside, and ultimately dried in the sunshine under like circumstances, in two parcels, one embracing the experiment from May 21, to July 15th; the other from July 17th, to August 13th. The difference in weight between the two parts of each double filter was then carefully ascertained, and as to the inner filter alone the sediment was attached, its excess of weight indicated the amount of sediment. I employed Mr. John Chandler, a skilful manipulator, to assist me in all these operations.

Changes in the Mississippi

435

Date of Experiment.	Height of river above what is called low water mark.		Temperature of the water in degrees Fahr.	Grains of sedimentary matter in 1 pint of water. Colateral results.	
	Feet.	Inches.		A.	B.
1846					
May 21	10	11	72	6.66	7.00
25	10	11	73	9.08	9.12
27	10	10	73	7.80	9.00
29	11		74	7.30	8.10
June 2	11	1	75	4.80	5.45
4	11	1	75	7.87	6.10
6	11	4	75	4.60	4.90
8	11	4	75.5	5.48	5.60
10	10	10	76	6.70	6.80
12	10	8	76	6.50	6.30
14	10	5	76.5	6.00	6.00
16	10	4	76.5	6.47	6.15
20	10	4	77	7.08	7.40
22	10	2	77	9.88	9.00
24	9	8	77	8.40	8.48
26	8	9	77.5	8.25	8.78
28	8		79	9.10	9.58
July 1	7	2	79.5	9.15	9.25
3	7	2	79.5	9.63	10.00
6	6	2	81	8.20	7.57
8	6		81	7.30	6.96
10	6	1	81	6.12	6.28
13	5	9	82	7.72	7.30
15	5	10	82	6.67	6.80
17	5	10	82	4.65	4.57
20	5	4	82	6.07	5.75
24	3	10	84	5.76	5.72
27	3	1	84	4.77	4.60
29	3	11	84.5	4.28	4.13
August 1	2	6	85	4.40	4.44
3	2		84	3.18	3.34
5	1	9	83	3.56	3.40
7	1	5	83	2.85	2.85
10	1	6	83	3.03	2.92
13	2	3	84	2.97	3.00

The mean average of column A. is . . . 6.32 grains.
 " " " B. . . . 6.30 "

By repeated trials in the first week in July, by direct and careful comparison with distilled water, the specific gravity of the filtered river water was found to be 1.00025; consequently a pint of such water at 60° weighs 7297.404 grains. Thence by weight, the ratio of the sediment to the water, is as 1 to 1158.3.

In the months of June and July, 1843, I made several experiments after a different manner, and obtained an average of $\frac{1}{1215}$ for the proq.

portion of sediment, being less than the above by nearly one-fourteenth part of the whole. The proportion 1 to 1155. is probably nearest the truth, as it is based upon experiments, embracing the usual average variation of 10 feet in the stage of water.

We have no direct information as to the full depth of the Delta formation about New Orleans. The deepest boring that I have heard of, extended 200 feet below the level of the sea. M. W. Hoffman Esq., an intelligent lawyer of this city, informs me that in May and June 1828, he daily witnessed the progress of this boring at the old fort, near the mouth of the bayou St. John, on the shore of Lake Pontchartrain, a few miles north of the city. Harvey Elkins, then proprietor of the hotel, bored to the depth of 207 feet, in search of pure water. He desisted because the auger broke. A copious supply of water arose, with occasional evolutions of gas; the quality of the water being brackish, like that of the wells in the city. Some few recent fossils were occasionally brought up, such as shells, crustacea, bones, and part of a deer's horn. Indian pottery was found at the depth of 30 feet. The strata perforated were all of the delta formation, the lowest being a hard blue siliceous clay, like that now found at the bottom of the Mississippi river.

As to the quality of New Orleans well water alluded to above, it will be proper to quote some observations thereon, made by me in 1837. (Gibson's New Orleans Directory, 1838, p. 292.) "The proportion of mineral matter dissolved in the water, varies in different seasons of the year, it being greatest after long continued dry weather when the wells are lowest. A well at No. 328 Camp street, ten feet in depth, on the 22d of September, yielded by evaporation one part of solid residue to 1200 by weight of water. On the 20th of December, 1 to 1094. This residue is an olive colored powder, with a sharp taste. Nearly one fourth of it appears to be organic and organized matters, such as the sporules of algæ, microscopic animalcules and their ova. One half only of the whole residue can be re-dissolved in water; oxide of iron, carbonate of lime, and the organized matters still retaining the solid condition.

By chemical reagents I determined the presence of the following substances, which may be regarded as the mineral impurities of the water; viz. carbonic acid, chlorine, lime, oxide of iron, magnesia and soda."

The saline, and other dissolved impurities, contained in the Mississippi river water, doubtless vary very much at different seasons of the year; dependent upon the particular tributary river which happens to have the ascendancy. On the 20th of August, 1846, the solid residue from the evaporation of carefully filtered water, was by weight, 1 to

near 10,000 of the water. But I presume the mean proportion the year through, would be found considerably less. Besides organic matter, this residue was found to contain chrome, lime, magnesia soda, carbonic acid, sulphuric acid a trace, oxide of iron a trace. At the ratio of 1 to 10,000, suppose one half to contribute permanently to the saline matters of the ocean, one cubic foot of sea water is derived from every sum of 727 cubic feet of Mississippi water that runs into the gulf of Mexico. This is equivalent to the production of 0.043 of a cubic mile of sea water of present density every year; or to a cubic mile of sea water produced in about $23\frac{1}{4}$ years.

With a view to learn the main composition of the Mississippi sediment, Mr. Chandler and myself submitted to careful analysis, 100 grains taken the 20th of May, from the river margin, and dried at about 212° fahr. before weighing. We found

Silica,	74.15 gr.	Phosphoric acid,	0.44
Alumina,	9.14	Sulphuric acid,	0.07
Oxide of iron,	4.56	Carbonic acid,	0.74
Lime,	2.08	Chlorine,	0.51
Magnesia,	1.52	Water,	3.12
Manganese,	0.04	Organic matter,	3.10
Potassa,	{ amount not determined.		
Soda,			
		Total,	98.97

Branch Mint, New Orleans, March 5th, 1846.

Prof. Lyell,

SIR:—In accordance with your request, I proceed to make estimates from the best data in my possession, respecting the deposition of sediment from the waters of the Mississippi, and the probable length of time heretofore occupied in the delta formation.

On the 17th of August, 1841, when the Mississippi was about five feet below its average height, I made careful soundings directly across from the Mint, where the width is very near one-third of a mile. The soundings were made at nearly equal intervals, beginning twelve rods from the wharf, and ending eight rods from the opposite shore, showing the following depths in fathoms, viz: 11, 13, $13\frac{1}{2}$, 15, 23, 23, $22\frac{1}{2}$, $22\frac{3}{4}$, 19, $13\frac{1}{2}$, $10\frac{1}{2}$, $9\frac{1}{2}$.

In July, 1843, I made some careful experiments to determine the amount of sedimentary matter in the Mississippi water, which then possessed about an average degree of turbidness. For each experiment I used near a pint of water, 475.85 grammes Fr. actual weight. The sediment was allowed near ten days for natural subsidence, it was then carefully collected, allowed to dry spontaneously, and when effectually dry, was carefully weighed.

		Sediment in grammes.	Ratio by weight to the whole.
No. 1.	{ Procured from opposite Randolph, by Dr. Drake, in June, 1843. }	0.40	$\frac{1}{1100}$
2	{ Opposite Carthage, June, Dr. Drake. }	0.38	$\frac{1}{1250}$
3	{ Opposite New Orleans, June, Dr. Drake. }	0.35	$\frac{1}{1350}$
4	{ Opposite New Orleans, July 6th, 1843. }	0.40	$\frac{1}{1100}$

Average ratio of dry sedimentary matter in numbers 1, 2, 3, 4, to the weight of water and sediment, = near $\frac{1}{1243}$.

From the best information which I have obtained, derived principally from C. G. Forshey, Esq. of Vidalia, Engineer, I think the superficial area of the true delta formation of the Mississippi, or below Baton Rouge, where the last bluffs show themselves, may be taken as 15,000 square miles ; constituting a region of mean width 75 miles, and mean length 200 miles.

Probably the depth of the alluvian may be set down at $\frac{1}{3}$ th of a mile, by inference from the depth of the Gulf of Mexico.

I will now proceed to make some numerical approximations relevant to the subject.

- Width of the river opposite the mint $\frac{1}{3}$ mile = 1760 feet, . . . (1)
- Mean depth 100 feet, (2)
- Mean variety of the current per second, say two feet, . . . (3)
- Mean amount of sedimentary matter by weight $\frac{1}{1243}$, by
volume near $\frac{1}{3000}$, (4)
- (1) \times (2) \times (3) = $1760 \times 106 \times 2 = 352,000$ cubic feet of
water passing per second, (5)
- (4) \times (5) = $\frac{1}{3000} \times 352,000 = 117\frac{1}{3}$ cubic feet of earth pass-
ing per second, (6)
- (6) \times sec. in 1 year = $117\frac{1}{3} \times 31,557,600 = 3,702,75$ and 400
cubic feet of earth borne down by the current in 1 year, } (7)
- (7) \div cubic feet or a cubic mile = 0.25155 of a cubic mile of
earth brought past New Orleans in one year, } (8)
- $\frac{1}{3}$ of a mile \div (8) = 7.95 years occupied in depositing the
equivalent of one square mile of delta, as at present
rates, (9)
- (9) \times 15,000 square miles of delta below Baton Rouge = $7.95 \times 15,000 =$
119,250 years occupied in its deposition.

Thus giving a broad margin for inexact data, the latest formed considerable sum of the earth's dry land surface, must have engrossed in its continuous matter and enlargement up to the present time, the round period of one hundred thousand years.

Respectfully, your obedient servant,

J. L. RIDDELL.

NOTE BY THE EDITOR: Professor Lyell having been referred to in the article above, we may remark that there is before us a letter written by him to Professor Riddell, in which he remarks:

"On reading your valuable paper I perceive that you state that the water when taken for the experiment, possessed an *average* degree of turbidness. This may be sufficient if you are equally satisfied that the *average* quantity of water discharged may be measured by the month you assign for your experiment.

Perhaps you may fairly say, that in assigning two feet per second, we *underrate* the average velocity, which may more than counterbalance any excess, on the score of volume of water.

Next, as to one-fifth of a mile for average depth of the filled up space, if this be said by any, to be a probable exaggeration, we may remark on the other side, how vast a discharge of mud we have lost by its being carried far beyond the delta, into the Gulf.

The bulk of *drift-wood* also ought, perhaps, to be considered."

The late imposing assemblage of the *British Scientific Association*, over which Sir R. Murchison presides, and to which delegates were accredited from the Emperor of Russia, the Kings of Denmark, Sweden and Prussia, etc., was the occasion of an address from Professor Lyell, on the *Valley and Delta of the Mississippi*—of which address we are promised a copy, and shall publish as soon as received. For the present, the report of it by the *Charleston Courier's* correspondent must suffice:

"For nearly fifty miles of its extent, that of the Mississippi presents a vast river running nearly parallel with the sea, from which it is separated at particular places by an embankment only half a mile across. The valley is nearly level, there being only a rise of nine feet between the mouth of the river and New Orleans, a distance of 150 miles; and the inclination is equally trifling still farther inland, being never more than six inches in a mile. This uniformity is explained by the fact, that the moment the river reaches its banks it overflows, and so the velocity, which is only four miles an hour, is instantly checked. The debris carried along with the flood is deposited over the surrounding plains, the principal part being left near the bed of the river; the necessary result being, that the banks have been gradually raised to a higher level than the lands adjoining them. This slope, from the river to the interior, is as much as 18 feet in a distance of a few miles. The interior consists of vast swamps, covered with trees, the tops alone are visible in the time of floods—Sometimes the inhabitants on the bank of the Ohio or Red River, after making a large raft, on which they prepare to bring all the produce of the year, for 1800 or 2000 miles, to the market of New Orleans, find themselves near the termination of a journey, of some two months, entire weeks of which may have been passed by them aground, waiting for a flood to float them off again, suddenly hurried through one of the openings which the river makes in its banks, at the rate of 10 or 12 miles an hour, and left aground in the midst of a vast morass; where they are obliged to climb a tree for safety, and await the chance of a boat coming to their rescue. Nevertheless, the course of the river cannot be permanently altered by these violent torrents, on account of the great depth of the main stream. Respecting the age of this vast formation, some curious points were stated. It appears that the Delta has not, in point of fact, advanced into the sea—notwithstanding all the assertions to the contrary—more than one mile in one hundred or one hundred and twenty years past; the sediment of the water is only 1 in 1,500 by weight, or 1 in 3,000 by volume. The time required for the accumulation of matter found in the Delta and Valley of the Mississippi, must have been 67,000 years; and another 33,000 years must have been required for bringing down to its present position the great deposit above. The larger fossil animals found in the soil of the Valley of the Mississippi, are the mastodon, the megatherium, an extinct elephant, an extinct species of horse, some bovine animals, and a kind of tapir. Taking the period which he assigned for the formation of the Delta as a unit, it would be necessary to conceive as many of these units as the unit itself contained years, in order to arrive at the vast antiquity of even the comparatively modern formations beneath it."

ART. V.—PERUVIAN COTTON.

New Orleans, November 17th, 1846.

J. D. B. DE BOW, Esq.

I send to you herewith a sample of PERUVIAN COTTON, brought by Lieut. Sherburne, of the Navy to this country. He represents it to be *very* productive; and that fact, united to its beautiful natural color, may make it interesting to many of your Southern readers, who perhaps will like to examine it.

Very truly your friend,
S. F. GLENN.

We have inspected as a matter of curiosity, the specimen of Peruvian cotton furnished us by our correspondent. Its appearance is singular enough, resembling that

of matted wool, and of a dark brown color. We cannot regard its commercial importance as anything, nor the claims which it may have upon our planters. However, as the subject is before us, we will introduce a letter relating to these cottons, written by Mr. Garnett to a Liverpool house, and afterwards published in Peru.—

EDITOR.

"I have for some time intended to call your attention to the importance on attempting to grow fine cotton in Peru. We have been, as you are aware, consumers of Peruvian cotton to some extent for the last six or eight months, and, from the observations I have made on it during that time, I have no hesitation in saying that it possesses many excellencies. It is long enough, (almost too long,) very sound in staple, and, when well managed, of a very good color; its defects are coarseness and harshness of staple; and if these could be removed, I do not see what is to prevent its rivalling the Egyptian and Sea island cottons, any considerable approximation to which would very materially enhance its value; seeing that the highest quotation for Sea islands was last week 30*d.*, whilst the highest for Peruvian was no more than 6½*d.*—With the view of improving the quality of cotton in Peru, I would strongly recommend you to send seeds of various kinds, packed in airtight boxes, particularly Sea island and Egyptian, which some of the cotton brokers would easily procure from the spinners using these descriptions; and judging from what I hear of the climate of both countries, I should think the Egyptian would go to a very similar atmosphere and mode of cultivation to that where it has been raised, which would be very likely to render it much more easily acclimated, and of course make it much more likely to succeed than a sort of cotton which had been grown under dissimilar circumstances of soil, climate, and mode of cultivation.

"These seeds, when sown, ought (with the exceptions hereafter to be mentioned) to be planted at such a distance from all other cottons as to render it very unlikely for the wind or insects to carry the pollen from the flowers of one kind to those of another; for without this precaution, such is the tendency in many genera of plants to hybridize or cross-breed with each other, (and I believe, from what I have heard, that there is this tendency in the different varieties of cotton,) that, however good the quality in the first instance, they would all revert to the old variety in a season or two, in consequence of the great preponderance of that variety over any newly introduced ones. So much are the growers of turnip seed, for sale in England, aware of the importance of attending to this, that the greatest precautions are taken to remove all cruciform plants from the vicinity of the field, whilst their turnips are in flower, as there is such a tendency in them all to hybridize that the quality of the seed is often injured by the wild mustard (*sinapis arvensis*) springing up in the same or adjoining fields; whilst by carefully selecting, on the other hand, the best bulbs for seed, and by judiciously crossing one variety with another, new sorts are obtained, combining the excellencies of both. This leads me to observe, that probably seed of foreign varieties of cotton may not thrive well in the first instance; and I would therefore very strongly recommend the gentleman who makes the experiment carefully to select seed from the plants on his

estate which he sees are producing the best and finest cotton, and sow them in contact with a few seeds of each of the sorts you may send out to him, carefully removing them in every instance, as far as is practicable, from the vicinity of all other cotton; and then again sowing the seed which is obtained from these experiments, and carefully examining the cotton growing upon each of them. It is more than probable that some of the plants will be varieties partaking of the character of both the parent kinds; and by selecting the best of these, and sowing them alone, (still at a distance from all other cotton,) there is but little doubt that much benefit will be derived by the persevering and skilful cultivator. I have heard it stated that the origin of the Sea island cotton is to be traced to something of the kind. An observing and experimental planter, by carefully examining his plants, and sowing seed always from those alone which produced the largest and finest cotton, at last arrived at that excellent quality known by that name. Look again at what has been done in Egypt, by the introduction of seeds of better cotton; and there this improved variety has by no means had a fair chance of showing what it is capable of becoming, inasmuch as the wretched cultivator has not the slightest inducement to improve its quality. He gets no more per pound for the finest and cleanest cotton than he does for the coarsest and dirtiest, and therefore it is not very likely to improve under his care. But with all this neglect and want of management, we can see, by what it is, what it would most probably become in the hands of an enterprising and skilful man, who knew that every improvement he made in its quality would be to his own advantage. Assuming that our Peruvian friends would so far improve the quality of their cottons as to double its value in this market, (and I do not think myself too sanguine in expecting even more than this,) with very little extra labor, nearly all the additional price would be profit.

"But supposing that even cross-fertilizing, or hybridizing, as the horticulturists call it, does not frequently naturally occur in cotton plants, we all know that it is very easy to effect it artificially, by prematurely unfolding the petals, and with fine scissors cutting away all the stamens before impregnation takes place. This requires to be carefully done, so as not to injure the petals, and they will then close again of themselves; and when they expand naturally, then impregnate the stigma of the flower with the pollen of the kind you want to cross with. We owe many of our finest varieties of fruits to this practice. The late Mr. Andrew Knight, in particular, was very successful in raising new kinds this way. And it appears to me, from the experiment I have made, that the more frequently this cross breeding takes place, the more easy (within certain limits) it is to extend to it, until cultivation has so completely changed the character of the plant that it bears very little resemblance to its original stock. There is nothing growing wild like our cabbages, turnips, and cauliflowers, nor even like our carrots, celery, and asparagus. Where are the originals of our wheat, barley, rye, beans, and peas? Many of these appear to be so completely transformed by cultivation, that we do not know where to look for the original stocks from which they have sprung."

EXTENSION OF THE LOUISIANA SUGAR REGION.

The Red River country is all excited on the subject of sugar, and the largest preparations are being made for its introduction. With cotton they seem disheartened. We have conversed with planters of highest character, who appear sanguine of the result, as we are ourselves. Maunsell White, Esq., a large and experienced planter, and valuable citizen, the Alexandria journal tells us, is of the same opinion. The paper we published on sugar by Mr. Benjamin, has been in great demand from this quarter, as well as every other—so much so, that our copies are nearly exhausted, and we have some thought of re-publishing next year for gratuitous distribution.—However, a series of such papers from different practical agriculturists, may be expected in our journal—some are in course of preparation, some are promised, and we invite the opinion and view of all the planters in the State, and should be happy of their correspondence. No possible pains shall be spared, in the AGRICULTURAL DEPARTMENT of our Review, to make it in every respect ALL that is desired by the sugar and cotton planters of the South, and the whole agricultural interests. We have already enlisted in our support numerous pens for next year. Will not the planters co-operate in our design, and send us everything that may be of interest?

But to return to the new sugar region. We think it fair to state that an unfavorable opinion has been pronounced by that valuable paper the *Attakapas Banner*, which we give the reader:

"As early as 1815, a sugar excitement broke out in the Red River region, and several planters engaged in the business, but without success. Lat. 30, 30' N. is the limit assigned in Louisiana to the sugar plant. Near Natchitoches, in lat. 31, 46', Messrs. L. Bossier, S. Davenport, and others made sugar, during the years 1815 and '16, but their ratoon was destroyed and the business was abandoned. What has happened once, may occur again. We will, undoubtedly have more severe winters, and while the cane on the Mississippi and Teche, may escape unharmed it will be destroyed on Red River. There is one advantage, however, which the planters of the present day have over those of 1815. The use of steam will now enable them to work up their crops with greater expedition, and will thus lessen the danger of frost."*

The Alexandria Democrat estimates the quantity to be shipped from the parish of Rapides this year, as 600; and the amount produced by

Capt. Tanner, - - -	200 hhds.	J. Flint, - - -	75 hhds.
M. Calhoun, - - -	206	H. Carlin, - - -	50
E. H. Flint, - - -	170	Capt. Wilson, - - -	50

THE PARISHES OF LOUISIANA.

Two papers in the state have set the laudable example of publishing the history and statistics of their parishes, the *Attakapas Banner*, and the *Thibodaux Minerva*. Will the others be silent?

	ST. MARY'S			
	1843.	1844.	1845.	1846.
Number of Slaves,	6,972	7,352	7,711	8,530
Horned Cattle,	12,487	12,741	12,367	
Horses and Mules,	4,009	4,195	4,321	
4 wheeled Carriages,	76	90	89	110
2 wheeled Vehicles,	82	75	75	52
Retailers of Goods,	23	29	27	25
Grog Shops,	9	10	9	8
Taverns,	3	3	3	
Billiard Tables,	3	3	3	2
Practising Physicians,				14
Lawyers,				11
Children from 5 to 16 years old,				556
Money at interest, at $\frac{1}{2}$ of 1 per cent.,				\$163,169
Value of land, in 1843, \$3,310,000—in 1845, \$3,484,700—in 1846, \$3,861,250.				
Amount of State Tax in 1843, \$11,735—in 1844, \$11,342—in 1845, \$12,631—in 1846, \$13,538.				

* The same paper has doubted, in relation to some of the principles and positions taken in the Review through our friend Mr. Benjamin; but in a very general manner. Now we challenge a discussion in this matter. Neither of us have any interest in making "the worst appear the better cause." We are both in search of truth. Let us find it. The Review is open to any candid expression of opinion upon the subject from any quarter, and freely invites discussion.

LAFOURCHE INTERIOR.

Thibodeaux, Capital, 34 miles up Bayou Lafourche, and 76 from the Gulf. Settled in 1820; named in honor of *H. S. Thibodeaux*; incorporated in 1838. Ships among other products, 8000 hhds. sugar, and as many barrels molasses. Population in 1844, 430; in 1846, 894. Taxable property, \$381,785 00. Free School Tax, $\frac{1}{2}$ per cent, \$1,908.92. Corporation Tax, $\frac{1}{4}$ per cent, \$954.46. There are 12 dry-goods merchants; 3 grocers; 1 apothecary; 5 physicians; 4 lawyers; 5 licensed drays; 3 do. hacks; 1 iron and 2 brass foundries; 1 engine and finishing shop; 1 sawmill; 1 lyceum; 1 printing office; 1 bank; 1 market, court house and jail; 2 copper, tin, and sheet iron shops; 2 jewellers; 2 gunsmiths; 2 saddlers; 1 shoemaker; 4 schools; 3 barbershops; 8 taverns; 6 coopering establishments; 3 blacksmith shops; 1 ice house; 2 coal, and 2 lumber yards; 2 bakeries; 2 fruit and confectionary stores; 4 warehouses; 2 livery stables; 4 builders and contractors; 1 cabinet maker; 2 iron warehouses, and 3 churches; 1 Episcopal, 1 Catholic, and 1 Methodist.

EDITOR'S BOOK TABLE.

Many works have been sent us during the past month, by publishers and book sellers, of all degrees of merit and character. Brief and judicious criticism, though a subordinate, is an important division of our work. If *ideas* themselves be above all price, there is a trade or commerce in *books*, no less deserving of notice than other commerce. We shall endeavour next year to carry out this department of our work, in a manner more satisfactory to ourselves, and at much greater length. Our arrangements now only allow us to be general.

S. WOODALL has received *Graydon's Memoirs of his own Times*, edited by JOHN STOCKTON LITTELL, Esq.; member of the Historical Society of Pennsylvania.

The perusal of these valuable Memoirs, which should have a place on the shelves of every library, has afforded us not only pleasure, but instruction. That the reading of such Memoirs, as Graydons, has a tendency to awaken an interest in our country's history, and endear to us those institutions which the heroic struggles of our forefathers have secured, is too obvious to require illustration. Such a work at any period must be acceptable; and, as a lover of our country, we feel under obligations to Mr. LITTELL for re-publishing, in a proper form, these Memoirs, and for his able introduction which accompanies them. We agree exactly with Mr. LITTELL as to the style of Mr. GRAYDON. It has beauty, and sufficient vigor: and while fascinating, it has not that ornament which is inconsistent with a plain statement of facts.

We learn from the introduction of the work, that Mr. GRAYDON contributed largely to the pages of the "Port Folio," in its palmy days of popularity and influence, and that the editor of the Memoirs may incorporate these articles in a second edition. That is all very well, but we would decidedly prefer seeing the "Port Folio" re-appear among us in a separate volume. Its resurrection from the dead will be hailed with delight, and we hope no time will be lost in summoning it to a renewed, and an immortal existence.

J. B. STEEL, on Camp street, has sent us CRITTENDEN'S *Double Entry Book-keeping*: a handsome volume, and on a plan entirely new. We have heard the work highly spoken of by accountants, and regard it ourselves as a valuable one. Hereafter we shall endeavor to show this. It contains twelve sets of books for imparting a general knowledge of the science, with forms for every variety of mercantile books, tables of account, foreign coins, etc. etc. We have also from Mr. STEEL, part three and four of *Guizot's History of Civilization*, published by D. APPLETON & Co., among the neat volumes of their *Literary Miscellany*.

D. BAKER & Co., present us *Colton's Rights of Labour*. This is a practical exhibition of the principles of protection, and their politico-economical bearings; by the author of *Life of Henry Clay*, etc. The National Intelligencer has lately been publishing large extracts from it.

B. M. NORMAN, furnishes his *Monthly Supplement*, from which it would appear he has been adding largely to his agricultural works, and is prepared to receive and execute all orders.

J. C. MORGAN, *Exchange Place*, presents us:

I. CAREY & HART's series of exquisitely embellished and illustrated *Annuals*, bound in the finest style, for 1847. *The Gift*; the *Evergreen*, a present for all seasons; the *Floral Offering*, a token of friendship; the *Young Ladies Album*, and the *Diadem*. We challenge the world to produce finer specimens of art than these, and we have no doubt that, in a city of such taste as ours, they will be duly appreciated by all who examine them. There is also, from the same house, a volume of *Childe Harold*, in the style of the annuals.

II. *Life and Speeches of Henry Clay*, by DANIEL MALLORY, two fine volumes, embellished. *Notes on Political Economy*, as applicable to the United States, by N. A. WARE, a southern planter; the *Conquest of Peru*, by DON TELESFORO DE TRUEBA Y COSIO. *The Northwest*, or Valley of the upper Mississippi, by WM. J. A. BRADFORD, WILEY & PUTNAM. *The Outlaws of the Hudson*, by ROBERT Y. GREELY.

III. The late Philadelphia Magazines, Graham's, Godey's, *Columbian*, &c., with others of less note.

Mr. Morgan informs us of his intention to publish a *monthly catalogue* of books, with notices &c., for *gratuitous* distribution, and that he is making arrangements to be supplied with all the valuable *agricultural* works in the country, and the *agricultural periodicals*—enabling him to fill all orders.

From Mr. Shaw, the travelling agent, we receive a copy of the unequalled *Dictionary*, by RICHARDSON, in two ponderous quarto volumes. We shall do justice to its merits in our next number. It is furnished at about half of former prices. From the same quarter we get MCKENSIE's *Memoirs of Travels and the Wrongs and Rights of the Indians*, 2 vols. in one, well finished and valuable.

From other sources we receive *Southern Quarterly Review*, Oct., *Banker's Magazine*, *Southern Agriculturist*, *Whig Almanac*, *New Orleans Medical and Surgical Journal*, *Law Reporter*, *Southern Journal Medicine*, *Charleston*, *Hunt's Magazine*, *Whig Review*, Judge Penn's able address to the Grand Jury of St. Tamany, &c., &c.

The Circular of the Chamber of Commerce of St. Louis, calling for a western internal improvement convention in that city, in May next, has been sent us; we shall do justice to it, at length, in our January number, having merely alluded to it on a previous page of this.

EDITOR'S NOTE.—With this number we conclude *two volumes* of the Review, and *one year*, and our prospects are most encouraging. We have taken our position and will not the cordial and hearty support extended us in the past, be continued in all the future? We ask no more—except that every friend of the Review will remember, that the *subscription price* is altogether as useful to us, and important, as the *subscription name*.

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